



CITY OF HAYWARD AGENDA REPORT

Meeting Date: 07/07/02

Agenda Item: 1

TO: Planning Commission

FROM: David Rizk, AICP, Senior Planner

SUBJECT:

- I. General Plan Amendment (PL-2005-0157 GPA) - Request to amend the General Plan designations for portions of the site from Limited Open Space to Limited Medium Density Residential (8.7 to 12.0 dwelling units per net acre) and to Open Space - Parks and Recreation.**
- II. Zone changes (PL-2005-0158 ZC) – Request to:**
 - a) Amend the Pre-Zoning designations for portions of the site from Agriculture (AB10A) to Planned Development (PD) and to Open Space/Parks and Recreation (OS) and**
 - b) Amend the Mission-Garin Area Special Design District (SD-5) Provisions.**
- III. Vesting Tentative Map (PL-2005-0156 TTM 7620) - Request to subdivide a 162-acre site to create 179 single-family lots and related streets on 29.4 acres, a 30-acre neighborhood park with stormwater detention basins and open space and trails on the remaining 102 acres.**
- IV. Development Agreement (PL-2005-0317 DA) – Request for approval of a development agreement in association with the proposed development.**
- V. Abandonment of a portion of the Alquire Parkway right-of-way.**

Property Owners: The DeSilva Group, Dumbarton Quarry Associates, Howard M. Settle, Maxine F. Theobald, Andrew E. Garin and Richard & Annette Warren

Applicants: The DeSilva Group

RECOMMENDATION:

Staff recommends that the Planning Commission recommend that the City Council adopt the Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program; approve the General Plan Amendment, Zone Changes, Vesting Tentative Tract Map and Development Agreement and find that the right-of-way abandonment is consistent with the General Plan, subject to the attached findings and conditions of approval.

BACKGROUND:

The 162-acre site, currently used as an active surface mining operation and asphalt batch plant (La Vista Quarry), is proposed for subdivision for development of 179 single-family residential lots and related public streets, along with a new community park with detention basins, a possible new community center, and associated open space and trails. New public roads are proposed to serve the development, being Tennyson Road, which is proposed to be extended eastward from Mission Boulevard, and a new connector road leading to the southern portion of the subdivision from Alquire Parkway. Along with the new extension of Alquire Parkway is a proposed vacation of a portion of the eastern portion of the Alquire Parkway right-of-way. All but the southwestern-most 13 acres of the 162-acre site are in unincorporated Alameda County and are proposed to be annexed into Hayward.

In July of 2003, the City Council approved the Mission-Garin Annexation Study, which demarcated the development potential of that area, including the La Vista Quarry property. In anticipation of annexation into the City of Hayward, the properties in the study area were rezoned and an annexation application was filed with the Local Agency Formation Commission of Alameda County (LAFCO) in the fall of 2003. That annexation application has been deemed incomplete, pending finalization of a tax-sharing agreement with Alameda County.

As a result of the Mission-Garin Annexation Study, the City Council approved a General Plan Land Use designation of Limited Open Space, and a rezoning designation of AB10A (Agricultural, 10 acre minimum lot size) for the quarry area, which, along with the Mission-Garin Area Special Design District (SD-5) provisions, would have allowed up to 16 homes to be constructed on the site. At that time, the La Vista Quarry was anticipated to continue to close in 2008, at which time the associated surface mining permit granted by Alameda County would expire.

Subsequent to that action, the owners of La Vista Quarry filed an application with Alameda County in April of 2004 to allow the quarry to continue to operate through 2028, and a draft environmental impact report was prepared. That application gave rise to concern that the continuation of the quarry operation for an additional 24 years may not be compatible with surrounding uses and recent and anticipated development in the general vicinity. That application has been held in abeyance pending processing of the current applications.

If the City Council approves the requested general plan amendment (see map, Attachment A), zone changes (see map, Attachment B) and tentative tract map applications, then the City would go forward to LAFCO with an amended annexation application to reflect such action. If the proposed project is approved, a condition of approval would require that the site be annexed into Hayward prior to recordation of the final map and subsequent construction. Staff is also recommending that the approvals would only become effective upon the effective date of annexation. Also, the existing La Vista Quarry operation would close no later than at the time rough grading is substantially completed for the project, and the upper portions of the site are reclaimed by the quarry operators, in accordance with the associated reclamation plan.

Project Description

The proposal would entail construction of 179 single-family homes on lots ranging in size from 3,554 to 15,610 square feet (4,683 square feet average). The lots are proposed between the Hayward earthquake fault to the west and a reclaimed quarry slope to the east. The homes are proposed in five rows along three parallel public streets, with parking proposed on both sides of all streets, except no parking is proposed on the east side of "C" Street at the rear of the development. The development would be accessed via an eastward extension of Tennyson Road across State lands from Mission Boulevard, as well as a new "connector" road from Alquire Parkway to the south. Portions of the end of the Alquire Parkway right-of-way are proposed to be abandoned, in association with the proposed new connector road leading to the development.

Proposed directly west of the development within the earthquake fault zone is a 30-acre park with soccer and ball playfields and a series of detention basins. Within this area, a possible location for a new community center has been identified. Recent earthquake fault investigations that have been accepted by the City's geotechnical peer-reviewer have indicated that the potential community center site is free of fault traces. The park area would serve a dual purpose in that on those occasions when heavy rainfall cannot be accommodated by the drainage system, the detention basins will serve to capture excess amounts of stormwater and then gradually release it into the drainage system that flows towards Mission Boulevard. At all other times, it would serve as a park. Discussions with the Hayward Area Recreation and Park District staff indicate the dual use concept is acceptable, though coordination with HARD and the City would be required to develop the design for specific park improvements. Such improvements would be shown and reviewed as part of a precise development plan. Regarding the community center, the applicant has agreed to contribute \$1.5 million towards its construction. If a more appropriate site is determined for the community center in the general vicinity along Mission Boulevard, the applicant's contribution of \$1.5 million would still be used to help pay for its construction, and the 14.6 acre site would be developed as additional parkland/detention basins.

A large slope to the east and above the development would result from the project and final reclamation, with finished grade elevations of the slope ranging from approximately the 320 foot elevation to the 720 foot elevation, adjacent to Garin Regional Park. This slope is not proposed to be developed and recommended conditions of approval would include prohibitions for any future development. The upper portion of this slope has been reclaimed, in association with the La Vista Quarry's approved reclamation plan. A geologic hazard abatement district (GHAD) will be required to be formed to ensure this slope is regularly inspected, maintained and, if necessary, repaired. A GHAD is an assessment district where assessments are collected and used for required maintenance and/or repairs. A project "plan of control" prepared by a qualified professional is required to be developed, which stipulates the frequency and parameters of the GHAD maintenance schedule.

A series of trails within the development at mid-blocks and along the eastern and northern perimeter of the development would provide pedestrian access within the subdivision and to the proposed park. Enhanced landscaped sitting areas, which would serve as vista sites, are proposed along the trail at the northern and eastern perimeter of the development and would provide additional amenities for the subdivision.

The development would be served by the City's public sewer and water systems; however, an additional 1.2 million gallon water tank adjacent to the existing 1.2 million gallon tank would be required to be constructed at the Garin Reservoir site, located off Garin Avenue to the south. Related water system upgrades would be required, including improvements to the pump station and a new backbone piping distribution network. To address water quality issues and to minimize disruption of service due to fault rupture, the water lines will be designed in a loop configuration, located east of the earthquake fault trace, with one line proposed to run along the new Alquire Parkway extension/connector road from the south and the other to be located, along with an associated maintenance road, east of the Bodega Street properties (see Attachment C). When necessary to cross the fault to connect to the main water system that runs along Mission Boulevard, special construction techniques and coupling devices will be utilized. Although upgrades to the Garin system will allow water service to be provided to the proposed development, for various technical reasons, it will not be possible to serve areas to the north from this system. In effect, this establishes the northern limit of the Garin water system service area.

The living areas of the single-family homes would range in size from 2,000 to 2,586 square feet, with all units having standard two-car garages and decks/porches. An approximately 20-foot tall, 40-foot long slope is proposed between rows of homes on the back side of "downhill" lots, providing for enhanced views towards the Bay for the "uphill" lots.

The homes consist of four different floor plans presented in 14 different elevation styles and 12 different color schemes, as follows:

- Plan 1 ("Master Down") is essentially a one-story elevation, with the major living area, including two bedrooms and two bathrooms, on the ground floor, with an additional bedroom, bathroom and loft/tech center on a second floor that is integrated into the roof volume via dormers. These units would comprise nearly 10% of the 179 units proposed and would be located at street corners. Plan 1 is proposed in three different elevation styles, with six homes proposed in each style.
- Plans 2 and 3 would comprise nearly 70% of the total units. The two-story units are proposed together in a "Two-Pack" configuration in pairs (except for five "Stand Alone" Plan 3 units) and have a shared lot line that "jogs," allowing a portion of the lot to the right (Plan 2) to extend behind the left house and lot (Plan 3). Reciprocal "cross-over" easements would allow use of a portion of the adjacent lots, increasing yard area for Plan 3 in the rear and accommodating the Plan 2 driveway for the garage, which would be located nearly 50 feet from the front property line. Plan 2 includes three bedrooms and 2½ bathrooms, while Plan 3 includes four bedrooms and 2½ bathrooms. Four different elevation styles are proposed for each plan.
- Plan 4 ("View Home") is the largest of the four plans, and would comprise the remaining approximately 20% of the units. The view homes would only be located above the slopes proposed between the rows of homes, along the west side of streets, to afford more views towards the Bay. These four-bedroom, 2½ bath, two-story units would include three different elevation schemes and would include a front staircase leading to a mid-level front porch and entry, as well as a rear balcony.

All units are proposed in a Mediterranean-style of architecture, with stucco exteriors, simulated clay concrete roof "S" tiles, wood rafter tails, 12-inch overhangs with wood fascias and metal garage doors. The "A" styled units, comprising 47 of the units, would have stone veneer on portions of their front elevations, while other units would have varied features, such as stone veneer trim, clay pipe details, wrought iron details, wood shutters, wood railings and stucco corbel details. Certain units, located in more visible areas such as along roads, would contain enhanced features on rear elevations. The twelve color schemes all utilize darker, earthen tones.

Landscaping along Tennyson Road, the southern Alquire Parkway connector road, at the entry to the subdivision and along the eastern and northern perimeter of the development is proposed to consist of Coast Live Oak, California Pepper and Toyon trees. A variety of water-conserving screen trees and shrubs are also proposed along the southern connector road. Columnar Flowering Pear trees are proposed in the landscape medians at Tennyson Road near Mission Boulevard and at the entrance to the development. Crape Myrtle, Chinese Pistache and Eastern Redbud trees are proposed in the front yards of units along streets within the development. Flowering Pear, Flowering Cherry and Birch trees are proposed in focal areas along Tennyson Road in the development, at the end of Tennyson Road and at the end of cul-de-sacs, to be supplemented with an irrigated hydroseed and fire retardant/low-fuel mix of groundcover and shrubs. Along the decomposed granite paths proposed at mid-blocks throughout the development are drip irrigation, drought-tolerant shrubs and trees. The slopes between rows of homes are proposed to be planted with an irrigated hydroseed slope stabilization mix. The successful maintenance of such slopes by private homeowners is important, as reflected in recommended conditions of approval that indicate the homeowners' association CC&R's would indicate that the association would have the right to enter properties to properly maintain such slopes if individual homeowners do not do so.

The landscaping that is proposed on the reclaimed slope to the east of the development, as approved by the reclamation plan associated with Alameda County Surface Mining Permit SMP-37, involves a mixture of various native grasses and herbs in the middle and upper portions of the slope, with clusters of 1-gallon sized shrubs and trees to be planted in areas where exposed springs are located. The number of exposed springs is anticipated to be greater in the middle portions of the slope. In the lower portions of the slope, a mixture of grasses and shrubs are shown. To determine the best planting combinations for this area, test plots are to be established and subjected to a range of vegetation treatments to determine which treatment would be most successful for compacted soils in this area. City staff is concerned with the lack of vegetation that is included in the reclamation plan, particularly in the lower portions of the property and will work with the applicant and, if appropriate, Alameda County, to ensure such slopes contain landscaping that would be more consistent with the existing surrounding area. The final reclamation of the slope is required to be approved by the associated lead agency (City of Hayward, if the site is annexed) and by the State Office of Mine Reclamation.

DISCUSSION AND ANALYSIS:

I. General Plan Amendment (see Attachment A)

The General Plan identifies the community's environmental, social and economic goals, and states the City policies on the location and characteristics of future development. Therefore, when assessing the appropriateness of amending the General Plan, identifying the City's overall goals is a significant consideration, as is the characteristics of the land and its surroundings.

In this instance, the visual impacts and associated risks related to development in the hillside in proximity to the Hayward earthquake fault must be weighed against the benefits of housing, of which there is a shortage in the Bay Area, as well as the public benefits proposed with the project. Impacts to public services and facilities must be considered, along with additional traffic that the project would generate. Discussion and analysis from staff is below.

Consideration of General Plan policies should be considered when contemplating the General Plan Amendment. Staff's discussion and analysis in the context of these policies follows.

Design

The extent and density of development will be guided into a cohesive pattern that will minimize visual impacts and avoids encroachment into natural, undisturbed areas, consistent with the General Plan policy that states developers should, "Design hillside development to be sensitive to the maintenance of a natural environment through retention of natural topographic features such as drainage swales, streams, slopes, rock outcroppings, and natural plant formations" (Land Use Section, Hillside Development, Policy 9).

Also, the development will be compatible with surrounding residential land uses, with a high-quality design and use of darker, earth tones for the homes, consistent with City policy that indicates the City should, "Employ sound planning principles to promote a balance of land uses and achieve a vibrant urban development pattern that enhances the character of the city" (Land Use Section, Balance of Land Uses – Policy 1).

Housing

The development will further the City's goal to provide ownership housing opportunities, as well as opportunities within the City for very-low and low income households (see later discussion related to the inclusionary housing plan).

Relevant General Plan policies state that the City should, "Encourage the provision of an adequate supply of housing units in a variety of housing types which accommodate the diverse housing needs of those who live or wish to live in the city" (Housing Section, Expand the Housing Supply, Policy 1); "Encourage the development of ownership housing and assist tenants to become homeowners in order to reach a 70% owner-occupancy rate, within the parameters of Federal and State housing law" (Housing Section, Preserve Owner-Occupied Housing, Policy 3), and should "Ensure that the City's housing stock contains an adequate number of decent and affordable units for households of all income levels" (Housing Section, Develop Affordable Housing, Policy 4).

Parks

The parks in closest proximity to the development are Stony Brook Park (4.5 acres), located about $\frac{3}{4}$ of a mile south at the northeast corner of Vanderbilt Street and Woodland Avenue and Valle Vista Park (1.00 acre), located to the south across Mission Boulevard at the southeast corner of Dixon Street and Valle Vista Avenue. The Haymont Tot Lot (0.49 acres) and Nuestro Parquesito (2.60 linear park) provide additional parkland opportunities, though limited, in the area to the west of Mission Boulevard.

The City's park dedication ordinance indicates 5 acres of parkland should be provided for every 1,000 people. Per the City's park dedication ordinance, the development would be required to dedicate 3.07 acres of parkland. The 2000 Census shows that nearly 9,200 citizens resided along the Mission Boulevard corridor between Harder Road and Industrial Parkway. This shows that the area is currently severely underserved by local parklands. With the addition of more residents without additional parkland, it will be more underserved. The Hayward Area Recreation and Park District is undergoing a comprehensive update of its master plan, which will address such issues on a District-wide basis.

The project would result in dedication to the City of a new 30-acre community park, and substantial development of that park (equal to at least \$2.14 million). Such aspects of the project proposal are consistent with General Plan policies that encourage the City to, "Seek to increase the amount, diversity and quality of parks and recreational facilities and opportunities" (Community Facilities and Amenities Section, Parks and Recreation, Policy 5), "Retain open space where it is important to preserve natural ecology and to establish the physical setting of the city" (Conservation and Environmental Protection Section, Open Space Preservation, Policy 1), and to "Enhance the aesthetic and recreational values of open space resources in the hill and shoreline areas" (Regional Trails and Open Space Linkages, Policy 2).

Also, the developer will contribute \$1.5 million toward construction of a new community center in the area. A new community center would be consistent with the General Plan policy to, "Seek to increase the number and availability of multipurpose facilities in order to provide a variety of community services, recreational activities, and cultural amenities that are accessible to and benefit a cross-section of the community" (Community Facilities and Amenities Section, Multipurpose Facilities and Cultural Opportunities, Policy 9).

Earthquake Fault Trace

The General Plan indicates the City should, "Seek to minimize risks from geologic and seismic hazards in the siting and design of development" (Conservation and Environmental Protection Section, Geologic and Seismic Hazards, Policy 5). Over a mile of fault investigation trenching has been done on the property during the past few years. Those investigations have resulted in a defined zone of concentrated fault traces. The proposed homes would be located at least 50 feet from such traces. Also, in the southwestern corner of the subdivision, a special foundation zone is recommended by the project geotechnical engineer, where special foundation design will be incorporated.

However, Tennyson Road, the Alquire Parkway connector road and related utilities would cross the fault zone. Roadways leading to the development could be damaged during a major earthquake; however, two points of access into the development are proposed.

Special treatments for the water, sewer, stormdrain and utility lines would be incorporated into design, as is standard practice; however, there is no guarantee such lines would not break in the event of a major earthquake fault rupture. Avoiding crossing the fault line with water mains from the Garin Reservoir system and building in accordance with standard geotechnical and building code practices are all proposed to help offset the potential impacts of a major earthquake. However, the benefits of the development and such mitigation measures should be weighed against the potential risks associated with development located east of the fault trace in an area with limited access.

Safety

A fuel management plan will be required to be incorporated into project design, consistent with the City's Urban/Wildland Interface Guidelines. Adequate water supply and pressure will be provided as well, through the construction of new water system components. The General Plan addresses safety issues with the following policies: "The City will seek to maintain an appropriate level of emergency response commensurate with the needs of residents and businesses (Public Utilities and Services Section, Emergency Response and Preparedness, Policy 1) and "The City will seek to minimize urban wildfire hazards in the hill area" (*Policy 2*).

The State Office of Mine Reclamation will be required to approve final reclamation of the site associated with closure of the La Vista Quarry. To ensure impacts related to the eastern slopes are addressed, a geologic hazard abatement district shall be formed to provide a funding mechanism and schedule for regular maintenance and, if necessary, repair of the slopes.

Asbestos is classified as a known human carcinogen by state, federal and international agencies and was identified as a toxic air contaminant by the California Air Resources Board (CARB) in 1986. All types of asbestos are hazardous and may cause lung disease and cancer. Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Serpentine rock often contains chrysotile asbestos. Serpentine rock, and its parent material, ultramafic rock, are abundant in the Sierra foothills, the Klamath Mountains, and Coast Ranges. According to the project geotechnical engineer, there may be a potential for some serpentinite fragments to be present in old nonengineered fills on the site, as well as in import material from the area.

General Plan policy indicates the City should, "Work with other agencies to minimize risks associated with the use, storage and transport of hazardous materials" (Conservation and Environmental Protection Section, Hazardous Materials, Policy 9). Consistent with such policy, the project mitigation measures require that an asbestos dust control plan to be approved by the Bay Area Air Quality Management District, be implemented throughout project construction. Also, the mitigation measures require that any material that may potentially contain asbestos be buried at least 10 feet below final finished grade, and that samples be taken to show the upper material is "clean" of such asbestos-containing material.

Roadways

Streets leading to and located within the development, including the eastward extension of Tennyson Road and the northerly extension of Alquire Parkway, will be adequate to serve the proposed development.

Water System

A recent analysis by the City's consultant has indicated that the project could be served by the Garin Reservoir system, provided certain improvements to the system are made. Specifically, a new 1.2 million gallon water tank would be required to be added, which would double the capacity of the existing 1.2 million gallon water tank system. Also, upgrades to the associated pump station and main line distribution system will be required. Such upgrades would be consistent with the General Plan policy that states, "Public facilities will be maintained and operated in a manner that protects and enhances the environment" (Public Utilities and Services Section, Public Utilities, Policy 4).

The mains to serve the development would be required to cross private properties to the south (staff has received tentative letters of approval from involved owners that would allow such crossings), and a looped system would be constructed, where one main would run along the new Alquire Parkway connector road and another main and associated access road for maintenance would be located further east behind the Bodega Street properties. Neither of the lines would cross the fault trace; however, connection to the water mains that run along Alquire Parkway to Mission Boulevard and that will run down the new Tennyson Road extension to Mission Boulevard will cross the fault trace.

Schools

The project is located within the Treeview Elementary School attendance area. Using historic student yield factors, the development would be expected to generate 72 new elementary school students. However, recent student yield factors, which are based on more recent developments, would indicate a generation of only 52 students for the proposed development. The enrollment at Treeview has been declining during the past few years, dropping by 92 students in five years, with the 2004-05 enrollment at 483 students. The School District is undertaking a comprehensive study of their school facilities and needs, with the results of such study expected to be released in the next few months. State law prohibits denial of a housing development based on lack of adequate school facilities. Rather, school impact fees (currently at \$3.25 per square foot) are intended to satisfy the developer's obligation for schools. Alternatively, a mitigation agreement with the Hayward Unified School district could be developed.

Traffic

Utilizing standard ITE 7th Edition trip generation rates, the development would be expected to produce approximately 180 trips during the PM peak hour, which is less than four percent of the total PM peak hour intersection volume for the Tennyson Road/Mission Boulevard intersection. Also, the Mission-Garin Annexation Project program environmental impact report (MG EIR), certified by the City in July of 2003, analyzed impacts on future levels of service at various intersections that would occur from four different land use alternatives for the entire Mission-Garin Annexation area, of which the subject property is only one part. Three of those four alternatives analyzed development on the subject property of 234, 321 and 321 units. One of the

baseline assumptions in the future conditions was the eastward extension of Tennyson Road to the subject property and construction of a connector road from the subject property to Alquire Parkway. The level-of-service (LOS) analysis in the MG EIR indicates that none of the development scenarios for the entire Mission-Garin annexation area in the future conditions would result in a LOS below acceptable City standards (LOS D) at either the Mission Boulevard/Tennyson Road intersection or at the Industrial Boulevard-Alquire Parkway/Mission Boulevard intersection. Since the proposed development of the subject property is at a level less than was analyzed in the MG EIR, it may be concluded that the project will not have a significant impact at either of the two intersections and therefore, the traffic impacts from the project would be considered insignificant.

II. Zone Changes Application

Reclassification (see Attachment B)

The area proposed for the community park and the community center or additional park area is currently rezoned Agriculture (AB10A, 10-acre minimum lots). To facilitate development of the new park area and possible new community center, a rezoning reclassification is required to Open Space-Parks and Recreation (OS). Development of a new community park of this size, which is strongly supported by the Hayward Area Recreation and Park District, in this area of the City where such facilities are lacking, will directly benefit the population in the area and is consistent with the policies of the General Plan that encourage development of such facilities. The extension of Tennyson Road and development of a road serving the park area, along with a parking lot, will be built in accordance with City standards.

In order to construct a residential development on the subject property, the zoning (rezoning) of the land must be amended from Agriculture (AB10A) to a residential zoning district. Since some of the lots would not meet certain City standards, the applicant is proposing a Planned Development (PD) District. Specifically, some of the lots do not meet minimum lot size and average lot width standards, maximum lot coverage limits and minimum yard setback standards.

Also, certain roadway sections are proposed at 15 percent grade, which exceed the maximum 12 percent standard, as required by the Mission-Garin Area Special District (SD-5) provisions, except in cases where "necessary to minimize significant grading." Those sections of roadways within the development that exceed 12 percent slope are those limited areas of approximately 150 feet in length located between roads within the development, as well as portions of the proposed Tennyson Road and Alquire Parkway extensions in the area where they would lead into the development. It is staff's opinion that the sections on the approaches into the development would minimize significant grading, and those portions within the development are minor and have been found acceptable to the Fire Department.

The SD-5 provisions also require that a minimum 15 percent of detached single-family units in the Special Design District be one story. For this project, such provision would require that 27 units be one story. The project is proposing that 18 such units be provided. The applicant is requesting an amendment to the SD-5 provisions that would reduce the minimum requirement from 15 percent to 10 percent. At 10 percent, only one additional one-story unit would be required. Discussion related to such proposal is addressed later in this report.

In order for a Planned Development District to be approved, certain findings must be made. Those findings and related discussion follow.

- a. The development is in substantial harmony with the surrounding area and conforms to the General Plan, as amended, and applicable City policies.**

The development is proposed in an area that is highly disturbed and that has been used as an active mining operation for decades. The proposed homes will be more compatible with surrounding residential uses than has been the quarry. The development will be constructed in compliance with an approved fuel management plan, to minimize hazards related to wildland fires, and consistent with sound geotechnical practices. The development will also help further the City's goal of providing ownership housing opportunities, and will provide the opportunity for housing for very low and low income households within the City.

- b. Streets and utilities, existing or proposed, are adequate to serve the development.**

Two public roads, to be constructed to City standards, will serve the development and provide two means of ingress and egress into and out of the subdivision, as required by the Fire Department. Upgrades to the Garin Reservoir System will be required for the development, including construction of a new water tank, upgrades to the Garin pump station and installation of a looped water line system. Also, a new sewer interceptor line will be constructed along Tennyson Road, to replace a currently undersized line, to ensure wastewater from the development will be adequately transported to the City's wastewater treatment plant, and the developer will be required to contribute his fair share for such improvement.

- c. The development creates a residential environment of sustained desirability and stability, that sites proposed for public facilities, such as playgrounds and parks, are adequate to serve the anticipated population and are acceptable to the public authorities having jurisdiction thereon, and the development will have no substantial adverse effect upon surrounding development.**

The design and layout of the development involves a variety of homes of high quality design. As mentioned previously, 10% of the units will have a one-story profile, thereby providing a variety of massing within the development. The units are proposed in 14 different elevation schemes, with 12 different color schemes that utilize darker, earth tones. The project will result in the dedication of approximately 30 acres for a new community park, development of the park with playfields, detention basins, etc. equal in value to at least \$2.14 million. The park design and layout will be required to be approved by the City, following consultation with the Hayward Area Recreation and Park District. Also, the developer will contribute \$1.5 million towards development of a new community center. Development will be conducted under the direct supervision of a registered geotechnical engineer, in accordance with standard geotechnical practices, and a geologic hazard abatement district (GHAD) will be required to be formed to ensure adequate funds exist for proper maintenance and, if necessary, repair, of the eastern slopes. A Landscape and Lighting District will also be

required to be formed, to ensure proper maintenance landscaping and street lights associated with applicable common public open space areas in the development.

- d. Any latitude or exception(s) to development regulations or policies is adequately offset or compensated for by providing functional facilities or amenities not otherwise required or exceeding other required development standards.**

The project applicant is offering dedication of approximately 30 acres of parkland and contribution of \$1.5 million toward development of a new community center either on the site or in the general vicinity. Also, the applicant has agreed to develop the park with improvements equal in value to the \$2.14 million in-lieu park dedication fee. A development of this size would normally be required to dedicate 3.1 acres of parkland, pay the in-lieu fee, or do a combination of both. The City's park dedication provisions indicate, "the value of park and recreation improvements provided by the developer to the dedicated land shall be credited against the fees or dedication of land required..." In summary, the project would result in improvements and dedications that substantially exceed the minimum requirements.

The exceptions requested for reduced minimum lot sizes and front yard setbacks is offset with sidewalks along all street frontages and dedication and development of the new community park adjacent to the development. The exceptions requested for reduced side yard setbacks and average lot widths is offset with building design and lot configurations for the "Two-pack" lots (nearly 70% of the total), where garages are located adjacent to living areas on the adjacent lot, thereby affording privacy from living areas within the homes. Also, reciprocal "cross-over" easements are proposed across adjacent properties, providing more outdoor open space and driveway area for use by occupants of each of the homes. The exceptions requested for the reduction of rear yard setback for "uphill" homes along the western side of streets is offset with the provision of a 40-foot deep slope on the adjacent "downhill" property and open space around the project perimeter, thereby providing separation between buildings.

Staff is of the opinion that the limited segments of roadways proposed within the development are not in violation of the SD-5 provisions that limit roadway slopes, especially because, with certain requirements, the Fire Department has indicated it would allow such segments. Also, staff would suggest that the limited sections of Tennyson Road and the Alquire Parkway connector road that lead into the development and would exceed 12 percent grade are acceptable, because they would minimize significant grading that would be required for the roadway to meet such standard.

Amendments to Mission-Garin Area Special Design District Provisions

The proposed development would also require an amendment to the Zoning Ordinance text in that the maximum total development potential allocated for the property as identified in the Mission-Garin Area Special Design District (SD-5) provisions would need to be changed from 16 units to 179 units, resulting in an increase of 320 to 483 units in the total number of units allocated for the special design district (see page 4 of Attachment D).

The SD-5 provisions indicate, "Adjustments to the dwelling unit allocations for specific properties may be considered by the City Council based on presentation of more detailed data, findings of site-specific environmental analysis, and/or as a result of the application of the development standards" outlined in the provisions. At the time of the formation of the SD-5 District provisions, the quarry was anticipated to close in 2008, in accordance with the associated surface mining permit. Since the creation of the Special Design District, a change in conditions has occurred, related to a proposed extension of the quarry operations to 2028. If the proposed development is approved, the quarry operations would cease by not later than 2008. Also, a further analysis of the Garin Reservoir water system has indicated it is possible for the development to be served by the Garin Reservoir system, though this would be the northern limit of such service area.

It should be noted that the environmental analysis associated with the Mission-Garin Annexation Study contemplated five different alternatives. Two of those alternatives envisioned development of 321 units on the property, with a General Plan Land Use designation of Limited Medium Density Residential with medium density residential zoning (RMB3.5), and one alternative anticipated development of the property with 232 units, with a General Plan Land Use designation of Low Density Residential, with single family residential zoning (RS). Also, the current development is proposed in an area that was envisioned as developable in the Mission-Garin Annexation Study (see study area map, Attachment E).

Also, the applicant is proposing to amend the SD-5 provisions to reduce from 15 to 10 percent the minimum number of one-story homes required in detached single-family home developments in the district. Staff is of the opinion that the change would still result in an acceptable variety of homes that would be less massive and provide housing opportunities for handicapped or elderly residents, which relate to the reasons the requirement was established.

In order to amend the zoning ordinance, the following findings must be made:

- a. **Substantial proof exists that the proposed changes will promote the public health, safety, convenience, and general welfare of the residents of Hayward.**

The project will be developed in accordance with sound geotechnical practices under the direction of a California-registered geotechnical engineer and certified engineering geologist, who will be required to oversee grading and development throughout project construction. Also, a Geologic Hazard Abatement District will be formed to provide a funding mechanism and schedule for regular maintenance and, if necessary, repair of the slopes above and to the east of the proposed development. Finally, the project will result in a new community park in an area of the City that is currently underserved by such facilities and amenities.

- b. **The proposed change is in conformance with the purposes of this Ordinance and all applicable, officially adopted policies and plans.**

The project, as conditioned, would be consistent with the City's General Plan policies, the Mission-Garin Area Special Design District (SD-5) provisions and the Hillside Design Guidelines by proposing a development that utilizes darker earth tones, landscaping and a variety of building designs and massing. Also, the project is located in a disturbed area that

is consistent with the area envisioned for development in the Mission-Garin Area Special Design (SD-5) District. The homes would generate relatively minor visual impacts in the context of the hillside setting in the vicinity in that they would be located nearly a half-mile east of Mission Boulevard, yet would not be located higher than the 320 foot elevation level, well below the elevation of development to the south in the vicinity of Garin Avenue.

- c. Streets and public facilities existing or proposed are adequate to serve all uses permitted when property is reclassified.**

Tennyson Road is proposed to be extended eastward from Mission Boulevard and Alquire Parkway is proposed to be extended north to serve the development, thereby providing two means of ingress/egress to/from the development that would meet City standards. Improvements, including a new water tank, will be required to be constructed for the Garin Reservoir system as a result of the project. The development will also contribute its fair share towards construction of a new sewer interceptor line that runs along Tennyson Road west of I-880 and carries wastewater from the area to the City's wastewater treatment plant.

- d. All uses permitted when property is reclassified will be compatible with present and potential future uses, and, further, a beneficial effect will be achieved which is not obtainable under existing regulations.**

The proposal would result in a residential environment of sustained desirability and stability that would provide for high-quality ownership housing within close proximity to the South Hayward BART Station, which is more compatible with existing residences and uses along Mission Boulevard than is the existing surface mining operation. Also, the development would provide for off-site affordable housing within the City for very low and low income households, and would provide for a 30-acre park and significant contribution toward development of a new community center in the area. No changes to uses permitted will occur as a result of the proposed one-story home standard amendment.

III. Vesting Tentative Tract Map

Tract Map

The proposed subdivision shows 196 parcels; 179 single-family lots and 17 common/open space parcels. The homeowners' association would own the common open space lots, except for Parcels B and P, which would be dedicated to the City.

The developer of this project will need to extend all utility services to the site and will need to construct a new water reservoir and mains to supply sufficient water flows and pressure for domestic services and fire sprinkler systems. A stubout will be provided for the future extension of sewer mains to serve the homes along Bodega Street.

Storm drainage will be split and will flow thru systems within Tennyson Road and Alquire Parkway. Detention ponds will be constructed to meet Clean Water Program requirements and to regulate the flow of water off the site to not overwhelm existing downstream storm drainage facilities.

The developer will be required to improve the Mission Boulevard/Tennyson Road intersection to accommodate the extension of Tennyson Road, as well as remove the existing signal at the Mission Boulevard/Quarry access road intersection when appropriate.

Parking/Circulation

The project has been designed with public streets and on-street parking. Each home has been designed with a two-car garage and standard depth driveways, sufficient for two additional cars. A schematic layout and parking plan has been provided for the park and community center, if constructed and there is sufficient area within Parcels B and P to accommodate all necessary facilities. Details of the park, parking lot and detention basins will be determined with the Precise Plan. The park entrance will be off the Tennyson Road extension, so that visitors will not need to drive through the internal streets to access the park.

The development will incorporate traffic calming measures such as landscaped bulbouts which will be constructed at intersections and at the mid-block pathways to narrow the street.

IV. Inclusionary Housing Plan

The City's Inclusionary Housing Ordinance requires that developments exceeding 20 residential units provide 15% of the units as affordable. For ownership projects, such as the one proposed, affordable units may be those affordable to moderate-income households (110% of the area median). For the proposed development, 27 units are required.

However, the Ordinance also provides flexibility by allowing for the construction of off-site units, subject to certain determinations by the City Council. The applicant is proposing to donate land and provide contributions to Eden Housing, Inc, to allow for development of a 72-82 rental apartment complex at the northeast corner of Saklan Road and North Lane in the Mt. Eden area in the western portion of the City. Such units would be affordable to very-low and low income households. The site for which the affordable housing is proposed is shown in Attachment F. The required determinations for the provision of off-site affordable units and staff's responses to those findings are below.

(1) Off-site construction will further [promote] affordable housing opportunities in the City to a greater extent than construction of the required units as part of the proposed residential project;

Seventy-two to 82 apartments affordable to households of very-low and low-incomes would be developed at the Saklan Road site. The applicant is requesting that 27 of those apartment units be credited to this project, with the balance of the units (55 if 82 units are built) to be reserved for possible future affordable housing obligations for other properties in which the applicant would have an equitable interest, to be used within five years from the effective date of the development agreement. (The proposed Garin Vista development, to the south of the subject property, would consist of 126 units. If the Eden site is determined in the future

to be allowed to be credited for off-site affordable units for that project, 36 units would remain for consideration for future projects.)

- (2) A schedule for completion of the off-site units concurrently with completion of the related market-rate units is provided and agreed upon as a condition of approval for the project;**

The project schedule associated with development of the off-site affordable rental units by Eden Housing, Inc. indicates development of those units will begin in November of 2006. The proposed development agreement, discussed in the next section, indicates the proposed development would result in first building permits being issued in October of 2007. As described below, staff is recommending conditions to ensure the Eden development would be substantially completed prior to completion of the La Vista development.

Staff is recommending that building permits for no more than 50 on-site units be issued for the La Vista project, unless site work for the Saklan Road development is commenced, and that 50 more permits be allowed to be issued for housing units for the La Vista development if it is determined that substantial progress has been made for the Eden development. In the event the Saklan Road project does not result in occupancy for 27 rental units affordable to low- and very-low income households, 27 units in the La Vista development will be required to be made available for purchase by households of moderate income.

- (3) The off-site units are at least equal in size and amenities to Affordable Units which would be allowed in the project, or any comparative deficiency in size or amenities is compensated for by additional units, larger units or affordability to households with lower incomes; and**

The rental units proposed will be affordable to very-low and low-income households, compared to the on-site units that would only need to be affordable to moderate income households.

V. Development Agreement

A development agreement, included as Attachment G, is being proposed by the applicant. The purpose and intent of the City's development agreement ordinance is to, "strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the costs of development by providing an option to both the city and developers to enter into development agreements. Such agreements shall only be used for large multiphase developments, low and moderate income housing developments meeting state or federal standards, and developments involving the installation or provision of substantial public facilities or services which may require several years to complete."

Per the ordinance, the Planning Commission must make the following findings and determinations before recommending approval of a development agreement to the City Council:

- a. The proposed development agreement is consistent with the objectives, policies, general land uses and programs specified in the general plan and any applicable specific plan.**

Section 4 of the development agreement stipulates the development must be consistent with such provisions.

- b. The proposed development agreement is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is located.**

Section 4 of the development agreement indicates the development must be consistent with existing land use regulations, as amended. The General Plan, as amended, allows for Limited Medium Density Residential development at 8.7 to 12.0 dwelling units per net acre and the development is proposed at 9.3 dwelling units per net acre.

- c. The proposed development agreement is in conformity with public convenience, general welfare and good land use practice.**

The agreement, in section 3 through project conditions of approval, ensures the provision of new housing opportunities and new public facilities, including a 30 acre community park and substantial contribution toward development of a new community center, while minimizing impacts to the area.

- d. Existing or proposed public facilities have sufficient capacity to accommodate the proposed development.**

The agreement provides for the extension of Tennyson Road eastward from Mission Boulevard and the northern extension of Alquire Parkway to the development, thereby providing two means of ingress/egress to/from the development, and a new 1.2 million gallon water tank and related system improvement are proposed for the Garin Reservoir site.

- e. The public health, safety, and general welfare will be promoted and advanced by the proposed development.**

The mitigation measures will be required as part of development approvals to ensure significant environmental impacts will be reduced to levels of insignificance, including those associated with dust and air quality, naturally-occurring asbestos and geologic hazards.

- f. The orderly development of property or the preservation of property values will be promoted and advanced by the proposed development.**

High-quality single-family housing will be constructed in an area that has contained an active surface mining operation for several decades, resulting in less impact to, and a more compatible development with, surrounding residences.

VI. Road abandonment

A portion of Alquire Parkway is proposed to be abandoned, to facilitate the proposed northern extension of that roadway to the development. Per Government Code Section 65402, the Planning Commission must find that such abandonment is in conformity with the adopted

General Plan. As shown in Attachment H, portions of the right-of-way should be abandoned, thereby eliminating the need for a public road in the area. Public utility easements will be created to accommodate the existing sewer and water lines that are located in the road area, and private ingress/egress easements would be created to allow continued access to properties. Additionally, portions of the road pavement to be abandoned will be landscaped, improving the aesthetic value in the neighborhood and minimizing the presence of the new private driveway to be created that will serve the eastern-most properties at the end of Alquire Parkway.

ENVIRONMENTAL REVIEW (CEQA)

This proposal is defined as a "project" under the parameters set forth in the California Environmental Quality Act (CEQA) Guidelines. Staff has prepared an Initial Study (Attachment L), which indicates there could be potentially significant environmental impacts related to aesthetics, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality and noise. However, as indicated in the Initial Study, staff concludes that those potentially significant environmental impacts will be mitigated to a level of insignificance through the implementation of mitigation measures. Those measures and the timing and implementing/monitoring responsibility for them are indicated in the attached Mitigation Monitoring and Reporting Program (Attachment L).

PUBLIC NOTICE

A notice for a May 25, 2005 preliminary meeting for the proposed vesting tentative tract map was mailed to every property owner and occupant within 300 feet of the subject site, as noted on the latest assessor's records asking for comments on the project. The Planning Division received the following responses to that notice:

- Ray Lacsamana, Twin Bridges Resident, sent an e-mail indicating support of the project
- Elfega Garcia Larsen, 705 Canonbury Way #286, sent an e-mail indicating lack of support for the project, citing concerns with traffic and noise impacts at Mission Boulevard and Alquire Parkway, and indicating proposing a park and open space was redundant in that the area was already open space

On June 6, 2005, a Notice of Public Hearings and Intent to Adopt a Mitigated Negative Declaration was published in the Daily Review and mailed to property owners and occupants within 300 feet of the project boundaries, as well as to the Fairway Park Neighborhood Association, interested parties and appropriate public agencies. At the time of completion of this report, the Planning Division had received the following responses to that notice:

- Lynn Shinn, 731 Alquire Parkway, who owns and resides at the property at the eastern end of Alquire Parkway, which is proposed to be abandoned expressed concerns that the project would leave the end of Alquire Parkway in an undesirable condition, and expressed hope that the area could be enhanced with landscaping.

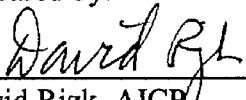
CONCLUSION

The project would provide substantial public benefit by way of a new community park, would result in minimal impacts to surrounding development, given it is a residential project of high quality design that would generate relatively minor visual impacts, and would be constructed in accordance with recommendations and under the supervision of a California-registered geotechnical engineer and per asbestos dust mitigation requirements of the Bay Area Air Quality Management District.

NEXT STEPS

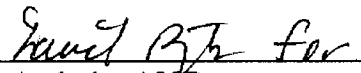
If the General Plan Amendment, Zone Changes, Vesting Tentative Tract Map, Development Agreement and right-of-way abandonment are approved by the City Council, and if annexation of the property into Hayward is approved by the Local Agency Formation Commission of Alameda County, the next phase in the development process is approval of the Precise Plan by the Planning Director and approval of the Final Map by the City Council. Once the Precise Plan and Final Map are approved, the developer may proceed with construction of the development.

Prepared by:



David Rizk, AICP
Senior Planner

Recommended by:



Dyana Anderly, AICP
Planning Manager

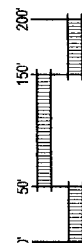
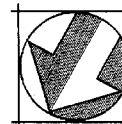
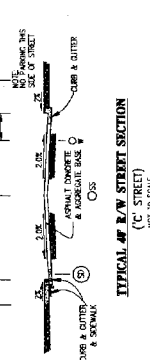
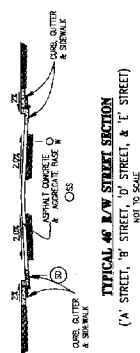
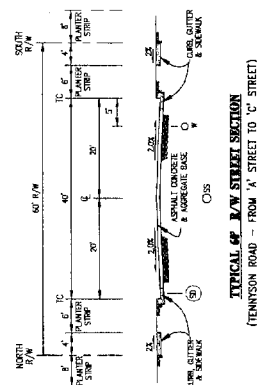
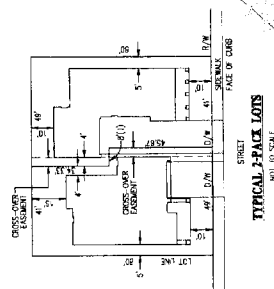
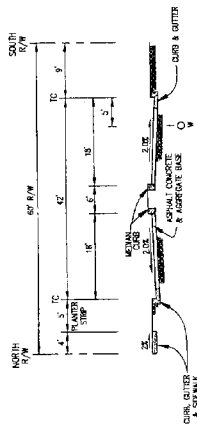
Attachments:

- A. General Plan Map showing proposed amendments
 - B. Zoning Map showing proposed amendments
 - C. Proposed water system
 - D. Mission-Garin Area Special Design District (SD-5) provisions
 - E. Mission-Garin Annexation Study Area with quarry site boundary shown
 - F. Eden affordable housing site
 - G. Development Agreement
 - H. Aerial of end of Alquire Parkway
 - I. Findings for Approval – Planning applications
 - J. Findings for Approval – Tentative Tract Map
 - K. Conditions of Approval
 - L. Mitigated Negative Declaration, Initial Study and Mitigation Monitoring and Reporting Program
- Plans and Exhibits



PLANNING DIVISION

Project #
PI-2005-0156/0157/0158
TMM 7620/C/P/ZC



SCALE: 1" = 50'
DATE: MAY 25, 2005

EARTHWORK QUANTITIES

CUT: 1,580,000	CUBIC YARDS
FILL: 1,996,000	CUBIC YARDS

NOTE:

cbg

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2 OF 9
HEET NUMBER

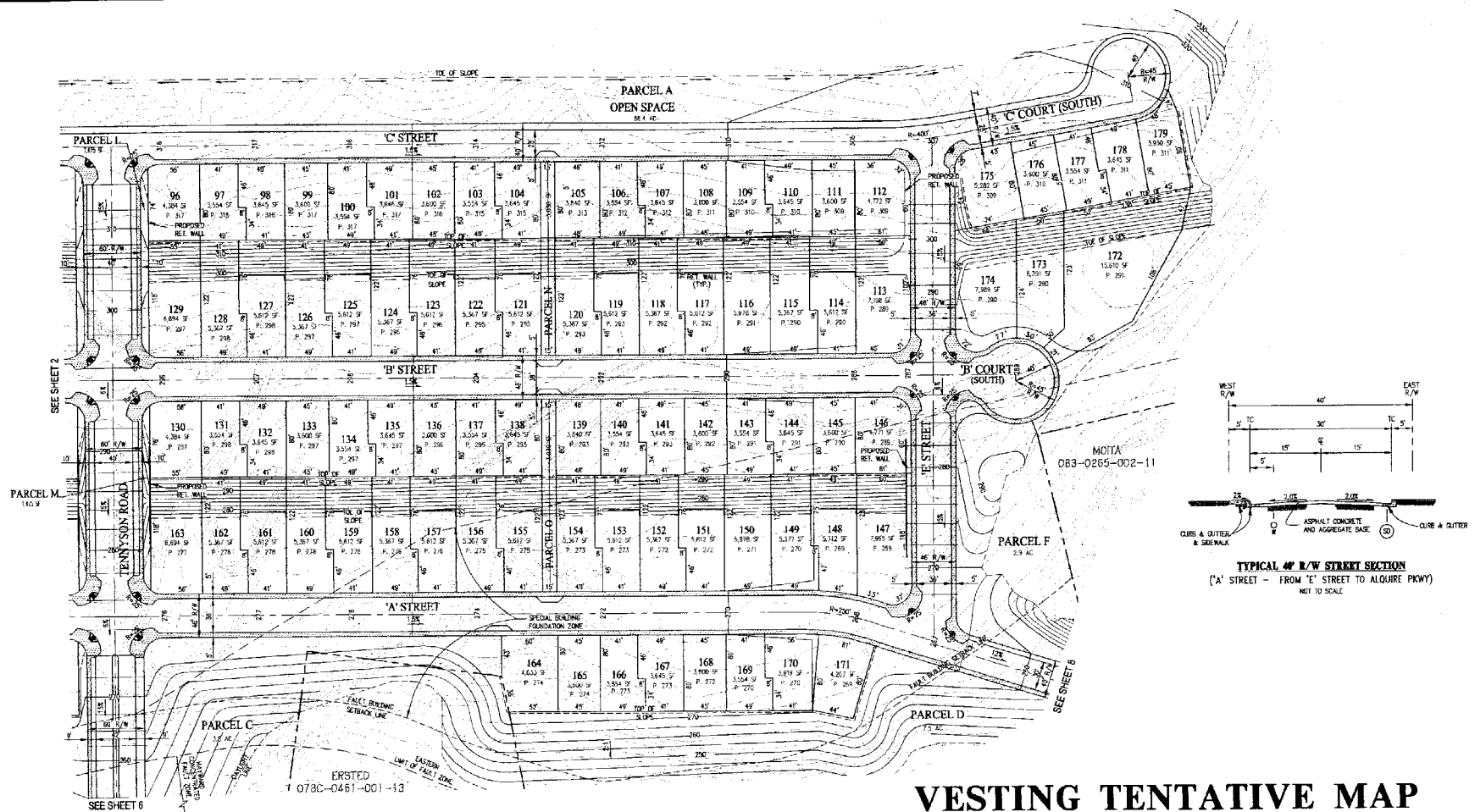
**VESTING TENTATIVE MAP
PRELIMINARY GRADING PLAN
TRACT 7620 - LA VISTA**

CITY OF HAYWARD

ALAMEDA COUNTY

CALIFORNIA

The DeSilva Group

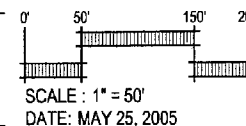
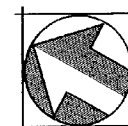


VESTING TENTATIVE MAP PRELIMINARY GRADING PLAN TRACT 7620 - LA VISTA

CITY OF HAYWARD

ALAMEDA COUNTY

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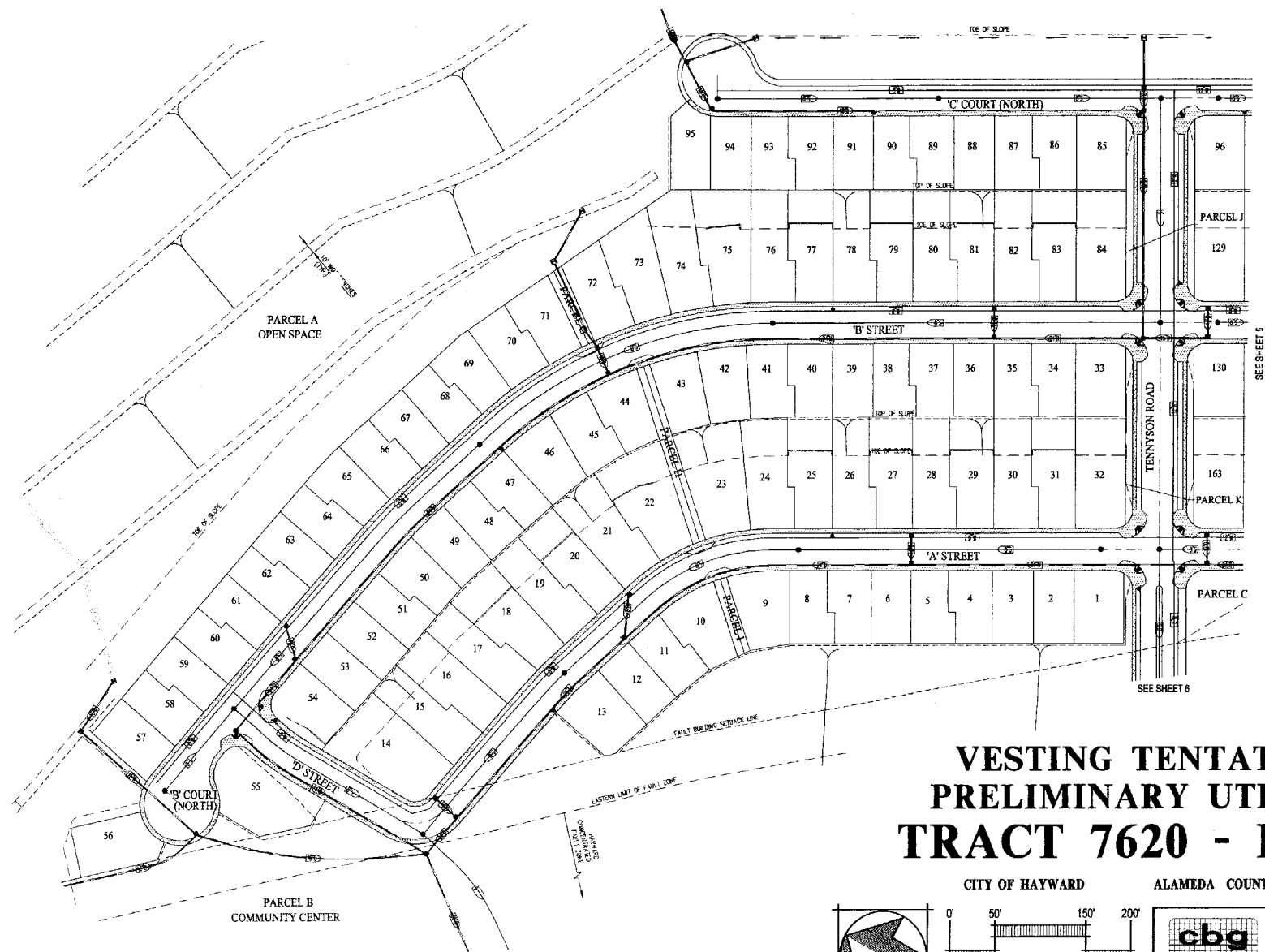
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TRACT 7620 - LA VISTA PRELIMINARY GRADING PLAN MAY 25, 2005 7620-0001-0001

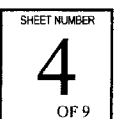
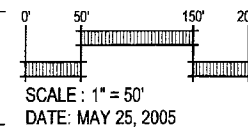
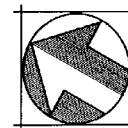


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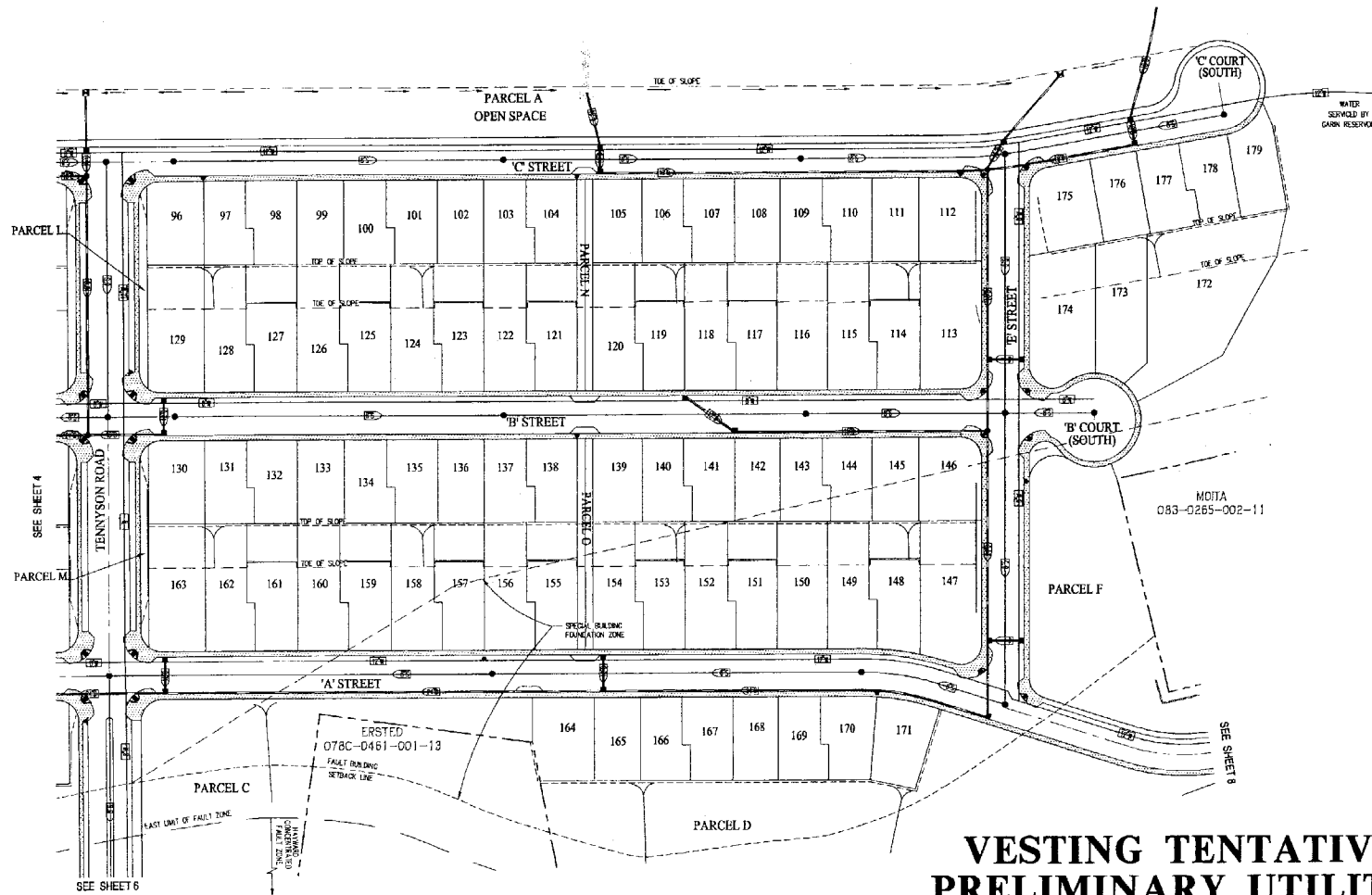
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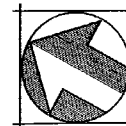


VESTING TENTATIVE MAP PRELIMINARY UTILITY PLAN TRACT 7620 - LA VISTA

CITY OF HAYWARD

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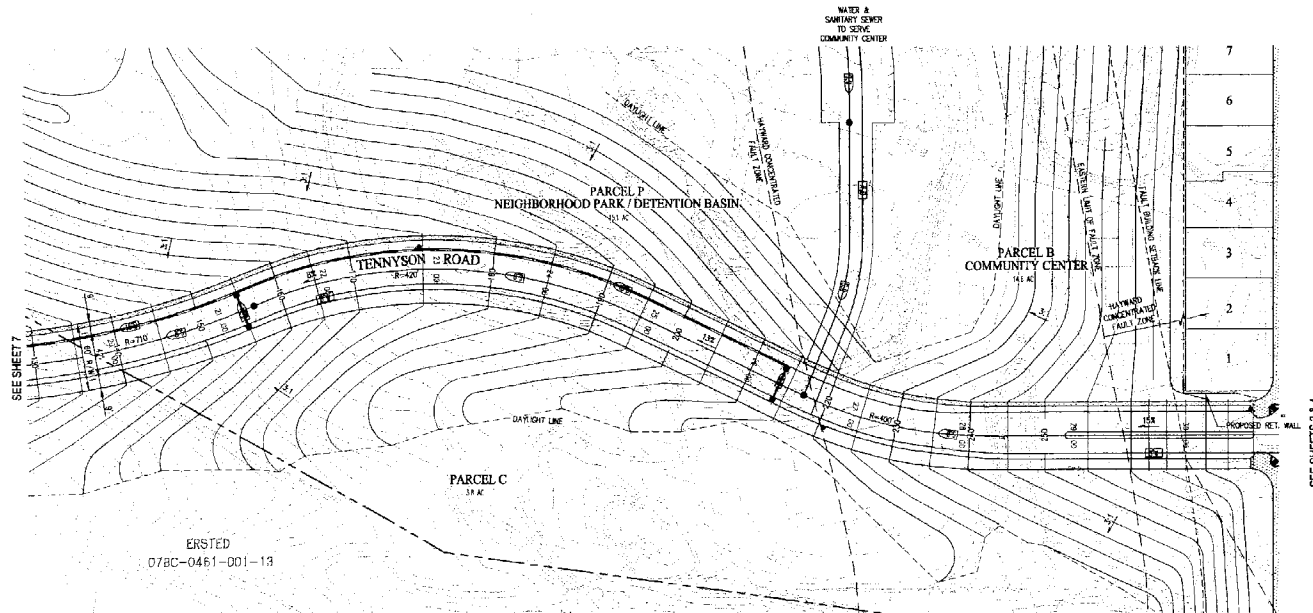


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SCALE: 1" = 50'
DATE: MAY 25, 2005

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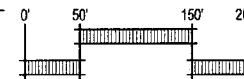
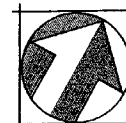


VESTING TENTATIVE MAP PRELIMINARY GRADING AND UTILITY PLAN TRACT 7620 - LA VISTA

CITY OF HAYWARD

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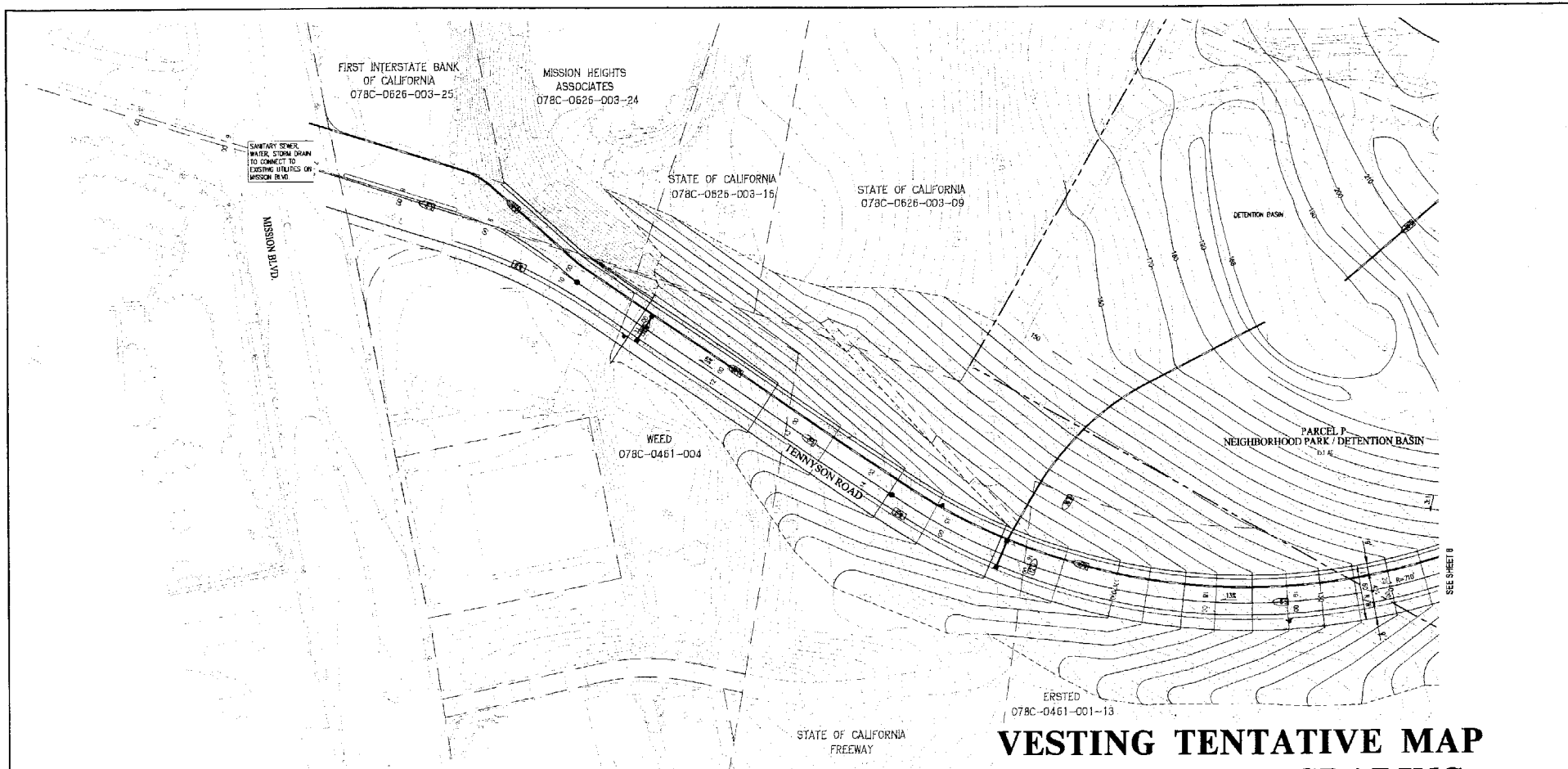


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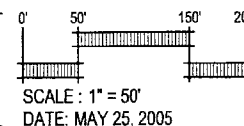
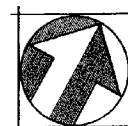


VESTING TENTATIVE MAP PRELIMINARY GRADING AND UTILITY PLAN TRACT 7620 - LA VISTA

CITY OF HAYWARD

ALAMEDA COUNTY

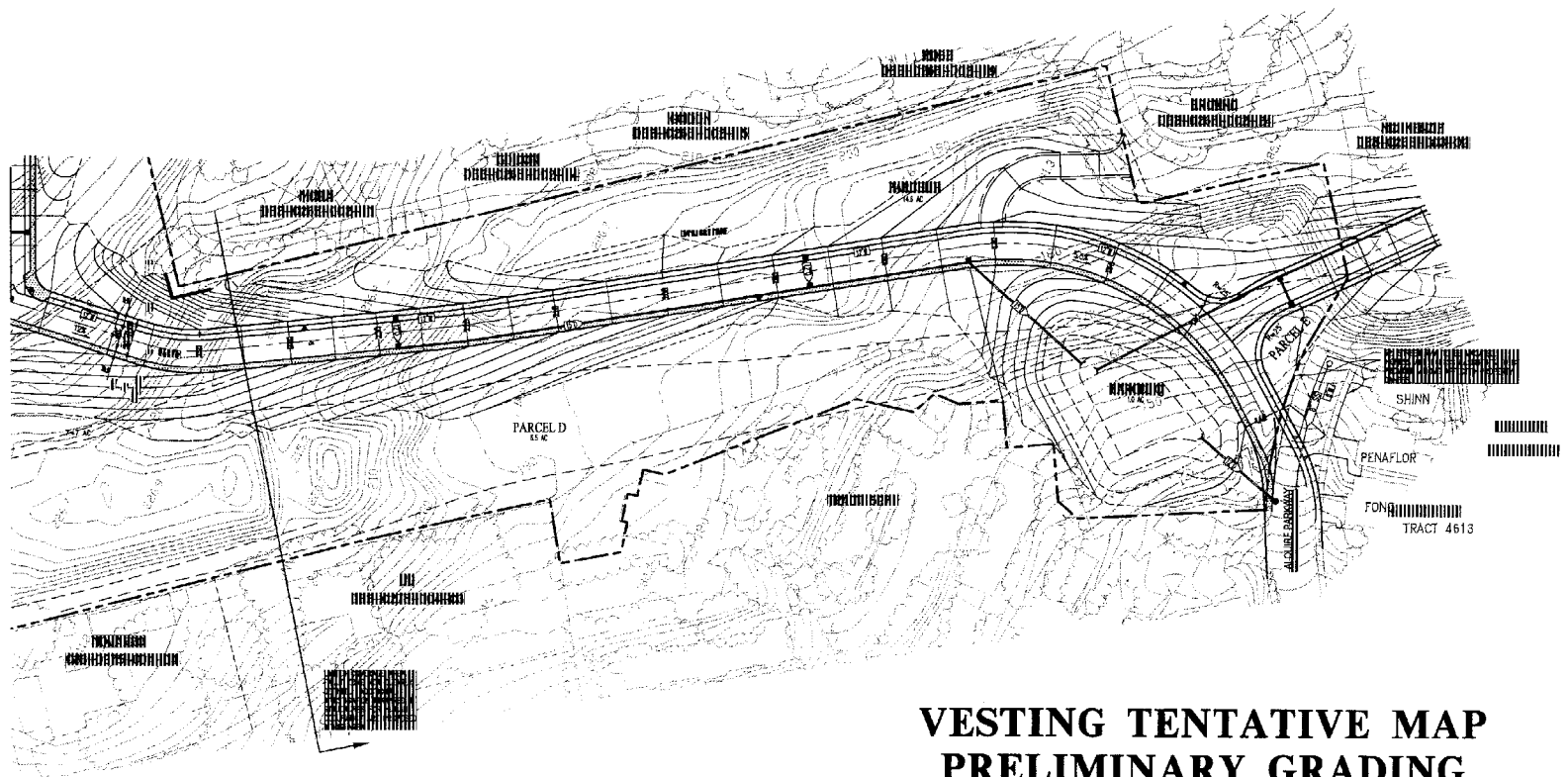
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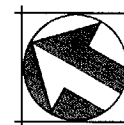


VESTING TENTATIVE MAP PRELIMINARY GRADING AND UTILITY PLAN TRACT 7620 - LA VISTA

CITY OF HAYWARD

ALAMEDA COUNTY

CALIFORNIA

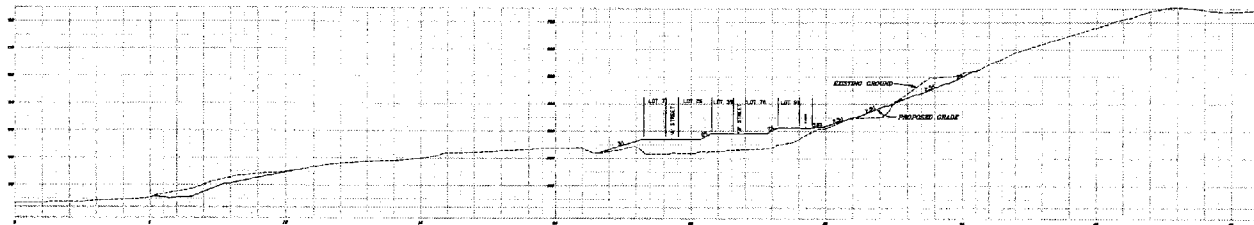


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REV: JUNE 9, 2005

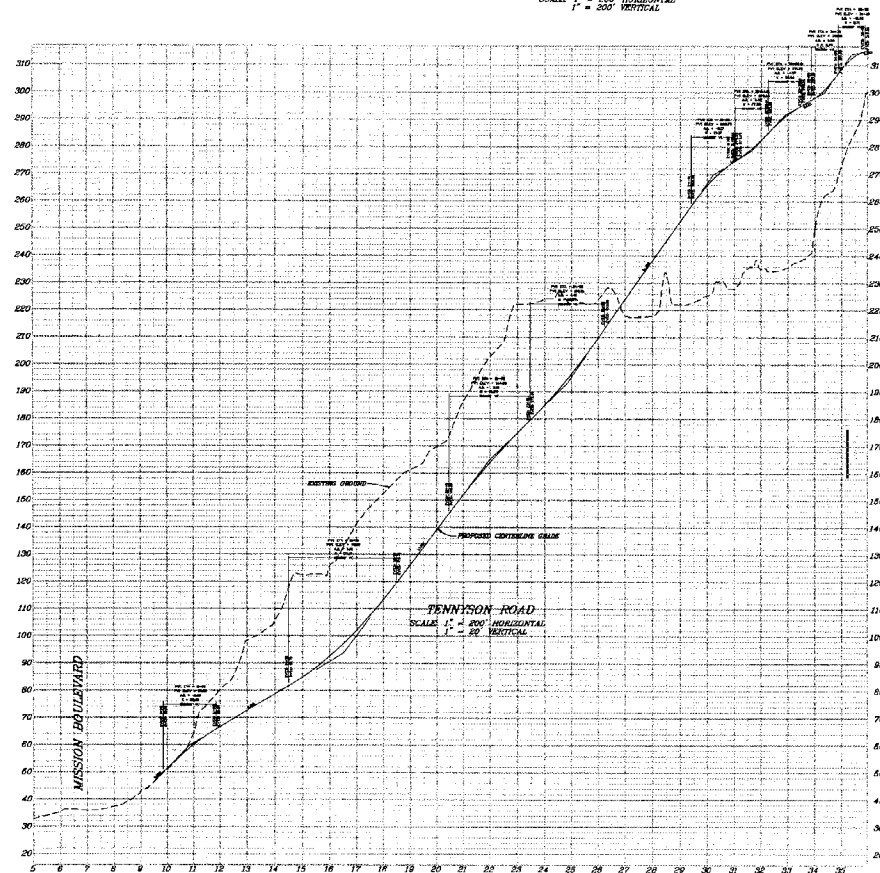
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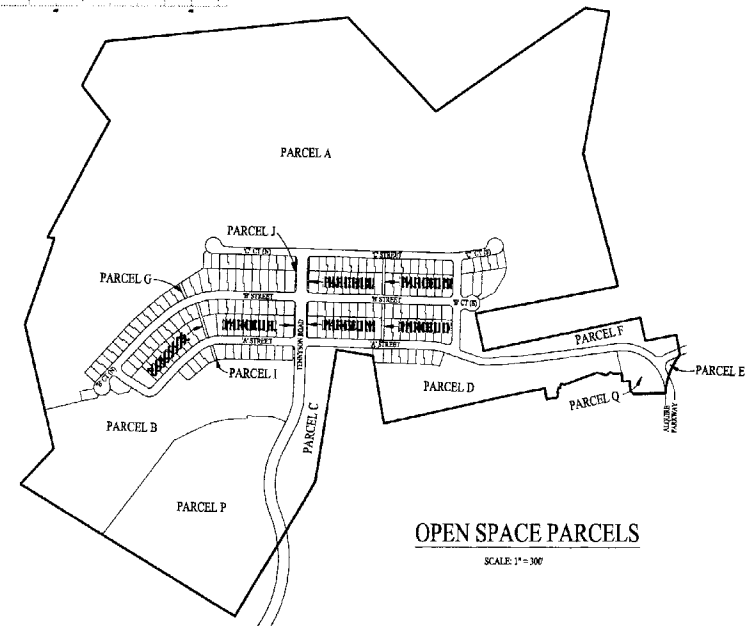
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SECTION A-A
SCALE 1" = 200' HORIZONTAL
1" = 200' VERTICAL



TENNISON ROAD
SCALE 1" = 200' HORIZONTAL
1" = 20' VERTICAL



OPEN SPACE PARCELS
SCALE 1" = 300'

VESTING TENTATIVE MAP SECTIONS AND PROFILES TRACT 7620 - LA VISTA

CITY OF HAYWARD

ALAMEDA COUNTY

CALIFORNIA

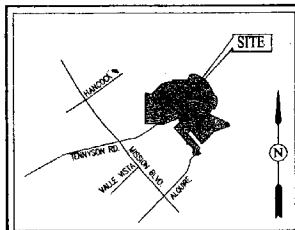


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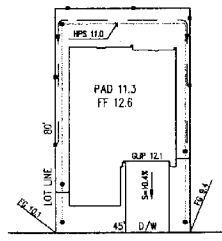
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The DeSilva Group

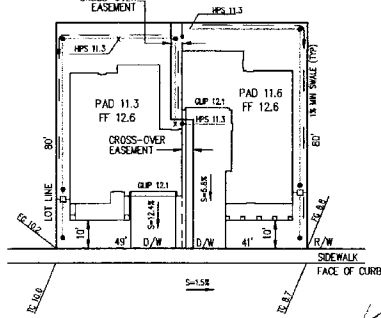
Project #
PL-2005-0156/0157/0158
TTM 7620/GP/ZC



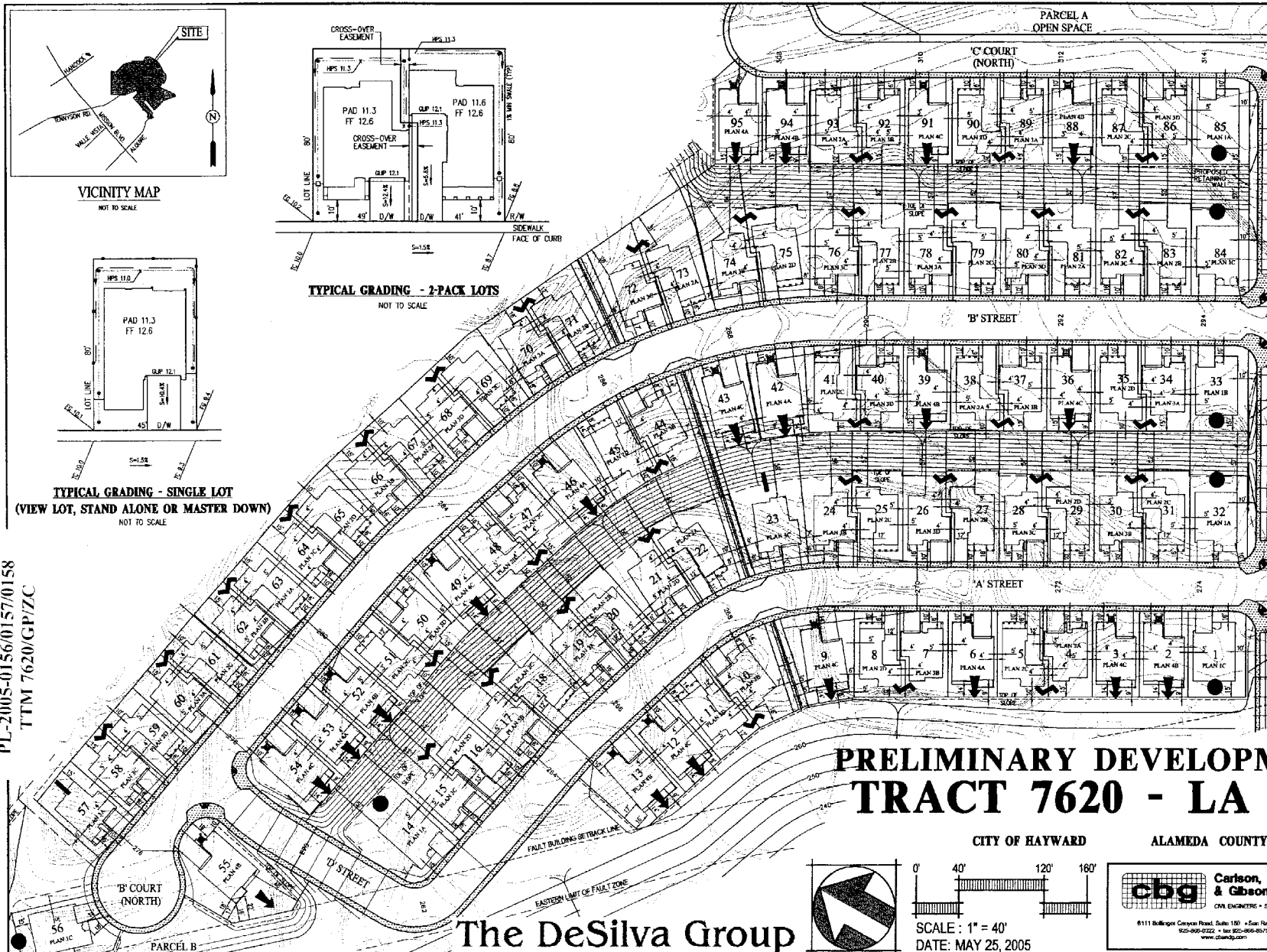
VICINITY MAP
NOT TO SCALE



TYPICAL GRADING - SINGLE LOT
(VIEW LOT, STAND ALONE OR MASTER DOWN)
NOT TO SCALE



TYPICAL GRADING - 2-PACK LOTS
NOT TO SCALE



LOT TYPE LEGEND:

- VIEW LOT
- 2-PACK
- STAND ALONE (FROM A 2-PACK)
- MASTER DOWN WITH A SINGLE STORY ELEVATION

LOT TYPE SUMMARY

UNIT TYPE	# LOTS	PERCENTAGE
VIEW	36	20.1%
2-PACK	120	67.1%
STAND ALONE (FROM A 2-PACK)	7	3.9%
MASTER DOWN W/SINGLE STORY ELEVATION	16	8.9%
TOTAL	179	100%

PLAN # STYLE

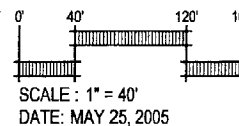
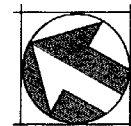
PLAN #	ELEVATION STYLE	COLOR SCHEME
PLAN 1A:	5	'A' ELEVATIONS
PLAN 1B:	7	1: 12
PLAN 1C:	6	2: 17
PLAN 2A:	15	3: 17
PLAN 2B:	13	4: 17
PLAN 2C:	16	5: 16
PLAN 2D:	16	6: 17
PLAN 3A:	16	'C' ELEVATIONS
PLAN 3B:	17	7: 15
PLAN 3C:	15	8: 18
PLAN 3D:	17	9: 17
PLAN 4A:	10	'D' ELEVATIONS
PLAN 4B:	13	10: 10
PLAN 4C:	13	11: 11
	179	12: 12
		176

PRELIMINARY DEVELOPMENT PLAN TRACT 7620 - LA VISTA

CITY OF HAYWARD

ALAMEDA COUNTY

CALIFORNIA



cbg Carlson, Barbee & Gibson, Inc.
CIVIL ENGINEERS • SURVEYORS • PLANNERS
8111 Bullington Canyon Road, Suite 150 • San Ramon, CA 94583
925-466-0222 • fax 925-466-8575
www.cbgsd.com

SHEET NUMBER
1
OF 2

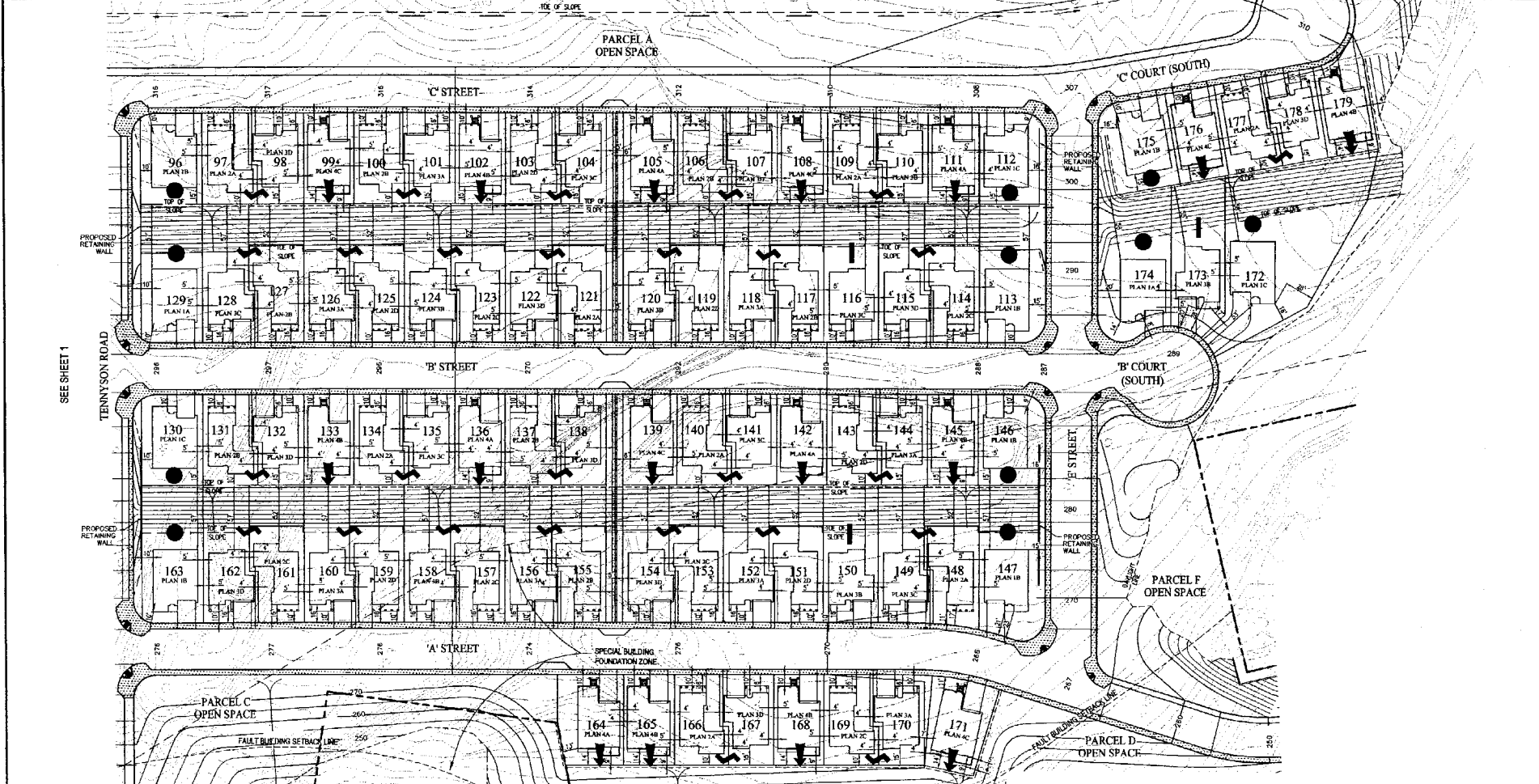
The DeSilva Group

RECEIVED

MAY 26 2005

PLANNING DIVISION

C:\PROJECTS\7620\7620-GP-ZC.dwg, May 25, 2005, 1:10 pm, wadsworth

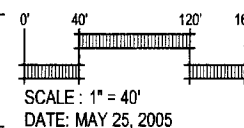
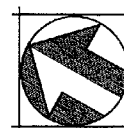


PRELIMINARY DEVELOPMENT PLAN TRACT 7620 - LA VISTA

CITY OF HAYWARD

ALAMEDA COUNTY

CALIFORNIA



SHEET NUMBER
2
OF 2

The DeSilva Group

ALAMEDA COUNTY RECORDING OFFICE MAY 27, 2005 1:15pm

LA VISTA

Hayward, CA

The DeSilva Group

KTTY Group, INC.

Planning Data Summary

Type of Construction: V-N

Proposed Density: 4,683 sf/ du

Occupancy Group: R-3

Lot	Lot Area (sf)	Plan	Style	1st FL Liv	2nd FL Liv	2nd Liv/stair	Total Liv	Garage	1st Liv+Gar	Porch/Popouts	Footprint	Lot Cvr
1	4389	1	C	1558	442	512	2000	400	1958	51	2009	46%
2	3600	4	B	950	1636	1711	2586	436	1386	450	1836	51%
3	3600	4	C	950	1636	1711	2586	436	1386	450	1836	51%
4	3645	3	A	1203	1213	1290	2416	422	1625	61	1686	46%
5	3554	2	C	1004	1145	1188	2149	429	1433	164	1597	45%
6	3600	4	A	950	1636	1711	2586	436	1386	450	1836	51%
7	3645	3	B	1203	1213	1290	2416	422	1625	61	1686	46%
8	3554	2	D	1004	1145	1188	2149	429	1433	164	1597	45%
9	4799	4	C	950	1636	1711	2586	436	1386	450	1836	38%
10	4570	3	B	1203	1213	1290	2416	422	1625	61	1686	37%
11	3740	2	D	1004	1145	1188	2149	429	1433	164	1597	43%
12	3600	4	C	950	1636	1711	2586	436	1386	450	1836	51%
13	4836	4	B	950	1636	1711	2586	436	1386	450	1836	38%
14	8715	1	A	1558	442	512	2000	400	1958	51	2009	23%
15	5247	3	C	1203	1213	1290	2416	422	1625	61	1686	32%
16	5737	2	D	1004	1145	1188	2149	429	1433	164	1597	28%
17	5366	3	B	1203	1213	1290	2416	422	1625	61	1686	31%
18	6479	2	C	1004	1145	1188	2149	429	1433	164	1597	25%
19	5367	3	A	1203	1213	1290	2416	422	1625	61	1686	31%
20	5612	2	B	1004	1145	1188	2149	429	1433	164	1597	28%
21	6544	3	D	1203	1213	1290	2416	422	1625	61	1686	26%
22	7572	2	A	1004	1145	1188	2149	429	1433	164	1597	21%
23	7773	3	C	1203	1213	1290	2416	422	1625	61	1686	22%
24	6072	3	B	1203	1213	1290	2416	422	1625	61	1686	28%
25	5612	2	C	1004	1145	1188	2149	429	1433	164	1597	28%
26	5367	3	D	1203	1213	1290	2416	422	1625	61	1686	31%
27	5612	2	B	1004	1145	1188	2149	429	1433	164	1597	28%
28	5367	3	C	1203	1213	1290	2416	422	1625	61	1686	31%
29	5612	2	D	1004	1145	1188	2149	429	1433	164	1597	28%

Lot	Lot Area (sf)	Plan	Style	1st FL Liv	2nd FL Liv	2nd Liv/stair	Total Liv	Garage	1st Liv+Gar	Porch/Popouts	Footprint	Lot Cvr%
30	5367	3	B	1203	1213	1290	2416	422	1625	61	1686	31%
31	5612	2	C	1004	1145	1188	2149	429	1433	164	1597	28%
32	6694	1	A	1558	442	512	2000	400	1958	51	2009	30%
33	4384	1	B	1558	442	512	2000	400	1958	51	2009	46%
34	3645	3	A	1203	1213	1290	2416	422	1625	61	1686	46%
35	3554	2	D	1004	1145	1188	2149	429	1433	164	1597	45%
36	3600	4	C	950	1636	1711	2586	436	1386	450	1836	51%
37	3645	3	B	1203	1213	1290	2416	422	1625	61	1686	46%
38	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
39	3600	4	B	950	1636	1711	2586	436	1386	450	1836	51%
40	3645	3	D	1203	1213	1290	2416	422	1625	61	1686	46%
41	3789	2	C	1004	1145	1188	2149	429	1433	164	1597	42%
42	4052	4	A	950	1636	1711	2586	436	1386	450	1836	45%
43	4053	4	C	950	1636	1711	2586	436	1386	450	1836	45%
44	4100	3	B	1203	1213	1290	2416	422	1625	61	1686	41%
45	3881	2	D	1004	1145	1188	2149	429	1433	164	1597	41%
46	4548	4	A	950	1636	1711	2586	436	1386	450	1836	40%
47	3645	3	C	1203	1213	1290	2416	422	1625	61	1686	46%
48	5558	2	B	1004	1145	1188	2149	429	1433	164	1597	29%
49	3789	4	C	950	1636	1711	2586	436	1386	450	1836	48%
50	3837	3	D	1203	1213	1290	2416	422	1625	61	1686	44%
51	3554	2	C	1004	1145	1188	2149	429	1433	164	1597	45%
52	3600	4	B	950	1636	1711	2586	436	1386	450	1836	51%
53	3600	4	A	950	1636	1711	2586	436	1386	450	1836	51%
54	4769	4	C	950	1636	1711	2586	436	1386	450	1836	38%
55	7427	4	B	950	1636	1711	2586	436	1386	450	1836	25%
56	4828	1	C	1558	442	512	2000	400	1958	51	2009	42%
57	4000	3	A	1203	1213	1290	2416	422	1625	61	1686	42%
58	3645	3	C	1203	1213	1290	2416	422	1625	61	1686	46%
59	3554	2	D	1004	1145	1188	2149	429	1433	164	1597	45%
60	3645	3	A	1203	1213	1290	2416	422	1625	61	1686	46%
61	3554	2	C	1004	1145	1188	2149	429	1433	164	1597	45%
62	3645	3	B	1203	1213	1290	2416	422	1625	61	1686	46%
63	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
64	3565	3	C	1203	1213	1290	2416	422	1625	61	1686	47%
65	3891	2	D	1004	1145	1188	2149	429	1433	164	1597	41%

Lot	Lot Area (sf)	Plan	Style	1st FL Liv	2nd FL Liv	2nd Liv/stair	Total Liv	Garage	1st Liv+Gar	Porch/Popouts	Footprint	Lot Cvr%
66	3746	3	B	1203	1213	1290	2416	422	1625	61	1686	45%
67	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
68	3645	3	D	1203	1213	1290	2416	422	1625	61	1686	46%
69	3981	2	C	1004	1145	1188	2149	429	1433	164	1597	40%
70	4003	3	A	1203	1213	1290	2416	422	1625	61	1686	42%
71	4075	2	B	1004	1145	1188	2149	429	1433	164	1597	39%
72	4653	3	C	1203	1213	1290	2416	422	1625	61	1686	36%
73	5659	2	A	1004	1145	1188	2149	429	1433	164	1597	28%
74	6375	3	B	1203	1213	1290	2416	422	1625	61	1686	26%
75	6884	2	D	1004	1145	1188	2149	429	1433	164	1597	23%
76	5372	3	C	1203	1213	1290	2416	422	1625	61	1686	31%
77	5612	2	B	1004	1145	1188	2149	429	1433	164	1597	28%
78	5367	3	A	1203	1213	1290	2416	422	1625	61	1686	31%
79	5612	2	C	1004	1145	1188	2149	429	1433	164	1597	28%
80	5367	3	D	1203	1213	1290	2416	422	1625	61	1686	31%
81	5612	2	A	1004	1145	1188	2149	429	1433	164	1597	28%
82	5367	3	C	1203	1213	1290	2416	422	1625	61	1686	31%
83	5612	2	B	1004	1145	1188	2149	429	1433	164	1597	28%
84	6694	1	C	1558	442	512	2000	400	1958	51	2009	30%
85	4384	1	A	1558	442	512	2000	400	1958	51	2009	46%
86	3645	3	D	1203	1213	1290	2416	422	1625	61	1686	46%
87	3554	2	C	1004	1145	1188	2149	429	1433	164	1597	45%
88	3600	4	B	950	1636	1711	2586	436	1386	450	1836	51%
89	3645	3	A	1203	1213	1290	2416	422	1625	61	1686	46%
90	3554	2	D	1004	1145	1188	2149	429	1433	164	1597	45%
91	3600	4	C	950	1636	1711	2586	436	1386	450	1836	51%
92	3645	3	B	1203	1213	1290	2416	422	1625	61	1686	46%
93	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
94	3601	4	B	950	1636	1711	2586	436	1386	450	1836	51%
95	3911	4	A	950	1636	1711	2586	436	1386	450	1836	47%
96	4384	1	B	1558	442	512	2000	400	1958	51	2009	46%
97	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
98	3645	3	D	1203	1213	1290	2416	422	1625	61	1686	46%
99	3600	4	C	950	1636	1711	2586	436	1386	450	1836	51%
100	3554	2	B	1004	1145	1188	2149	429	1433	164	1597	45%
101	3645	3	A	1203	1213	1290	2416	422	1625	61	1686	46%

Lot	Lot Area (sf)	Plan	Style	1st FL Liv	2nd FL Liv	2nd Liv/stair	Total Liv	Garage	1st Liv+Gar	Porch/Popouts	Footprint	Lot Cvr%
102	3600	4	B	950	1636	1711	2586	436	1386	450	1836	51%
103	3554	2	D	1004	1145	1188	2149	429	1433	164	1597	45%
104	3645	3	C	1203	1213	1290	2416	422	1625	61	1686	46%
105	3840	4	A	950	1636	1711	2586	436	1386	450	1836	48%
106	3554	2	B	1004	1145	1188	2149	429	1433	164	1597	45%
107	3645	3	D	1203	1213	1290	2416	422	1625	61	1686	46%
108	3600	4	C	950	1636	1711	2586	436	1386	450	1836	51%
109	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
110	3645	3	B	1203	1213	1290	2416	422	1625	61	1686	46%
111	3600	4	A	950	1636	1711	2586	436	1386	450	1836	51%
112	4772	1	C	1558	442	512	2000	400	1958	51	2009	42%
113	7198	1	A	1558	442	512	2000	400	1958	51	2009	28%
114	5612	2	C	1004	1145	1188	2149	429	1433	164	1597	28%
115	5367	3	D	1203	1213	1290	2416	422	1625	61	1686	31%
116	5978	3	C	1203	1213	1290	2416	422	1625	61	1686	28%
117	5612	2	B	1004	1145	1188	2149	429	1433	164	1597	28%
118	5367	3	A	1203	1213	1290	2416	422	1625	61	1686	31%
119	5612	2	D	1004	1145	1188	2149	429	1433	164	1597	28%
120	5367	3	B	1203	1213	1290	2416	422	1625	61	1686	31%
121	5612	2	A	1004	1145	1188	2149	429	1433	164	1597	28%
122	5367	3	D	1203	1213	1290	2416	422	1625	61	1686	31%
123	5612	2	C	1004	1145	1188	2149	429	1433	164	1597	28%
124	5367	3	B	1203	1213	1290	2416	422	1625	61	1686	31%
125	5612	2	D	1004	1145	1188	2149	429	1433	164	1597	28%
126	5367	3	A	1203	1213	1290	2416	422	1625	61	1686	31%
127	5612	2	B	1004	1145	1188	2149	429	1433	164	1597	28%
128	5367	3	C	1203	1213	1290	2416	422	1625	61	1686	31%
129	6694	1	A	1558	442	512	2000	400	1958	51	2009	30%
130	4384	1	C	1558	442	512	2000	400	1958	51	2009	46%
131	3554	2	B	1004	1145	1188	2149	429	1433	164	1597	45%
132	3645	3	D	1203	1213	1290	2416	422	1625	61	1686	46%
133	3600	4	B	950	1636	1711	2586	436	1386	450	1836	51%
134	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
135	3645	3	C	1203	1213	1290	2416	422	1625	61	1686	46%
136	3600	4	A	950	1636	1711	2586	436	1386	450	1836	51%
137	3554	2	B	1004	1145	1188	2149	429	1433	164	1597	45%

Lot	Lot Area (sf)	Plan	Style	1st FL Liv	2nd FL Liv	2nd Liv/stair	Total Liv	Garage	1st Liv+Gar	Porch/Popouts	Footprint	Lot Cvr%
138	3645	3	D	1203	1213	1290	2416	422	1625	61	1686	46%
139	3840	4	C	950	1636	1711	2586	436	1386	450	1836	48%
140	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
141	3645	3	C	1203	1213	1290	2416	422	1625	61	1686	46%
142	3600	4	A	950	1636	1711	2586	436	1386	450	1836	51%
143	3554	2	D	1004	1145	1188	2149	429	1433	164	1597	45%
144	3645	3	A	1203	1213	1290	2416	422	1625	61	1686	46%
145	3600	4	B	950	1636	1711	2586	436	1386	450	1836	51%
146	4771	1	B	1558	442	512	2000	400	1958	51	2009	42%
147	7965	1	B	1558	442	512	2000	400	1958	51	2009	25%
148	5712	2	A	1004	1145	1188	2149	429	1433	164	1597	28%
149	5337	3	C	1203	1213	1290	2416	422	1625	61	1686	32%
150	5978	3	B	1203	1213	1290	2416	422	1625	61	1686	28%
151	5612	2	D	1004	1145	1188	2149	429	1433	164	1597	28%
152	5367	3	A	1203	1213	1290	2416	422	1625	61	1686	31%
153	5612	2	C	1004	1145	1188	2149	429	1433	164	1597	28%
154	5367	3	D	1203	1213	1290	2416	422	1625	61	1686	31%
155	5612	2	B	1004	1145	1188	2149	429	1433	164	1597	28%
156	5367	3	A	1203	1213	1290	2416	422	1625	61	1686	31%
157	5612	2	C	1004	1145	1188	2149	429	1433	164	1597	28%
158	5367	3	B	1203	1213	1290	2416	422	1625	61	1686	31%
159	5612	2	D	1004	1145	1188	2149	429	1433	164	1597	28%
160	5367	3	A	1203	1213	1290	2416	422	1625	61	1686	31%
161	5612	2	C	1004	1145	1188	2149	429	1433	164	1597	28%
162	5367	3	D	1203	1213	1290	2416	422	1625	61	1686	31%
163	6694	1	B	1558	442	512	2000	400	1958	51	2009	30%
164	4633	4	A	950	1636	1711	2586	436	1386	450	1836	40%
165	3600	4	B	950	1636	1711	2586	436	1386	450	1836	51%
166	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
167	3645	3	D	1203	1213	1290	2416	422	1625	61	1686	46%
168	3600	4	B	950	1636	1711	2586	436	1386	450	1836	51%
169	3554	2	C	1004	1145	1188	2149	429	1433	164	1597	45%
170	3919	3	A	1203	1213	1290	2416	422	1625	61	1686	43%
171	4267	4	C	950	1636	1711	2586	436	1386	450	1836	43%
172	15610	1	C	1558	442	512	2000	400	1958	51	2009	13%
173	6391	3	B	1203	1213	1290	2416	422	1625	61	1686	26%

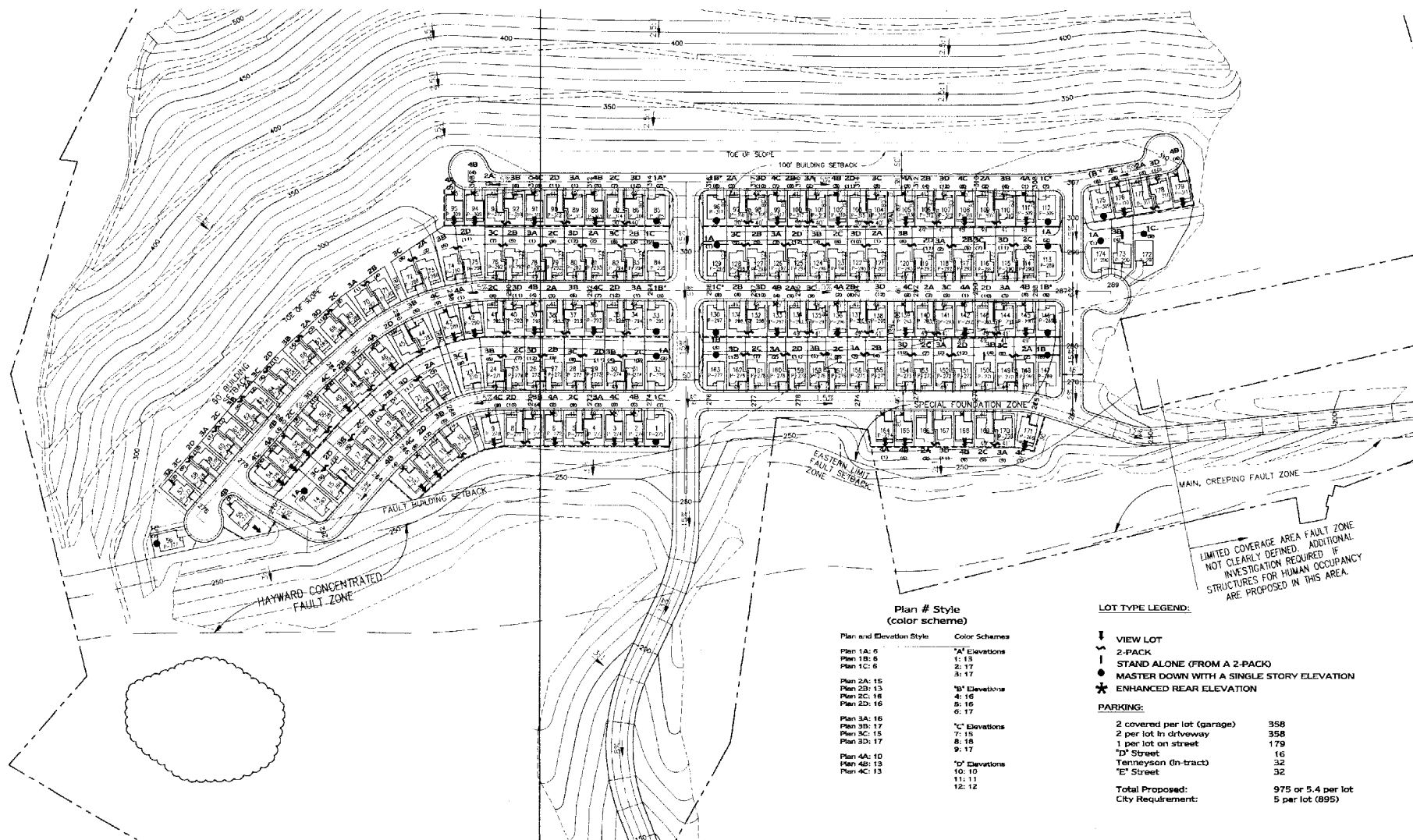
Lot	Lot Area (sf)	Plan	Style	1st FL Liv	2nd FL Liv	2nd Liv/stair	Total Liv	Garage	1st Liv+Gar	Porch/Popouts	Footprint	Lot Cvr%
174	7989	1	A	1558	442	512	2000	400	1958	51	2009	25%
175	5282	1	B	1558	442	512	2000	400	1958	51	2009	38%
176	3600	4	C	950	1636	1711	2586	436	1386	450	1836	51%
177	3554	2	A	1004	1145	1188	2149	429	1433	164	1597	45%
178	3645	3	D	1203	1213	1290	2416	422	1625	61	1686	46%
179	3930	4	B	950	1636	1711	2586	436	1386	450	1836	47%

Tot	838,289										307,668	37%
Avg	4,683											

Total # of Parking Proposed/ Required:

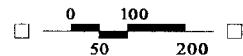
Proposed:	2 per lot Garage	358
	2 per lot on driveway	358
	1 per lot on street	179
	"D" Street	16
	Tenneyson (in-tract)	32
	"E" Street	32

	Total:	975 or 5.4 per lot
Required:	Total:	5 per lot or 895



Site Plotting

The DeSilva Group



LA VISTA
Hayward, CA

#20050054
06/01/05



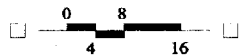
KTGY GROUP, INC.
ARCHITECTURE PLANNING
17933 MITCHELL CIRCLE
IRVINE, CALIFORNIA 92614
(949) 851-2125 FAX (949) 851-2126
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Conceptual Street Scene

A.1

The DeSilva Group

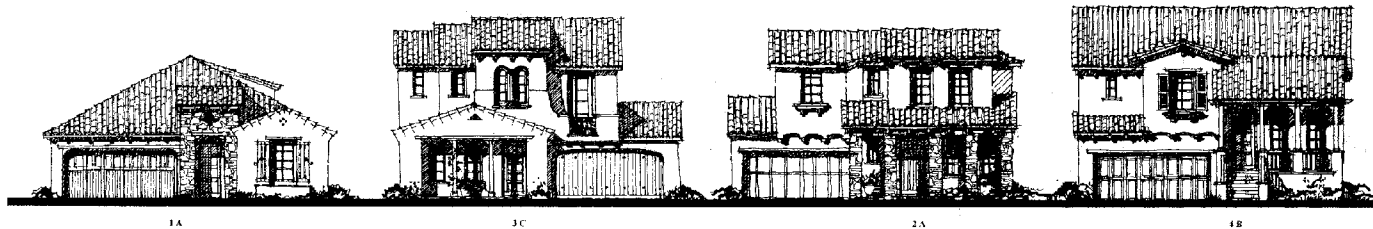


LA VISTA
Hayward, CA

#20050054
06/01/05



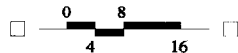
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Conceptual Street Scene

A.2

The DeSilva Group

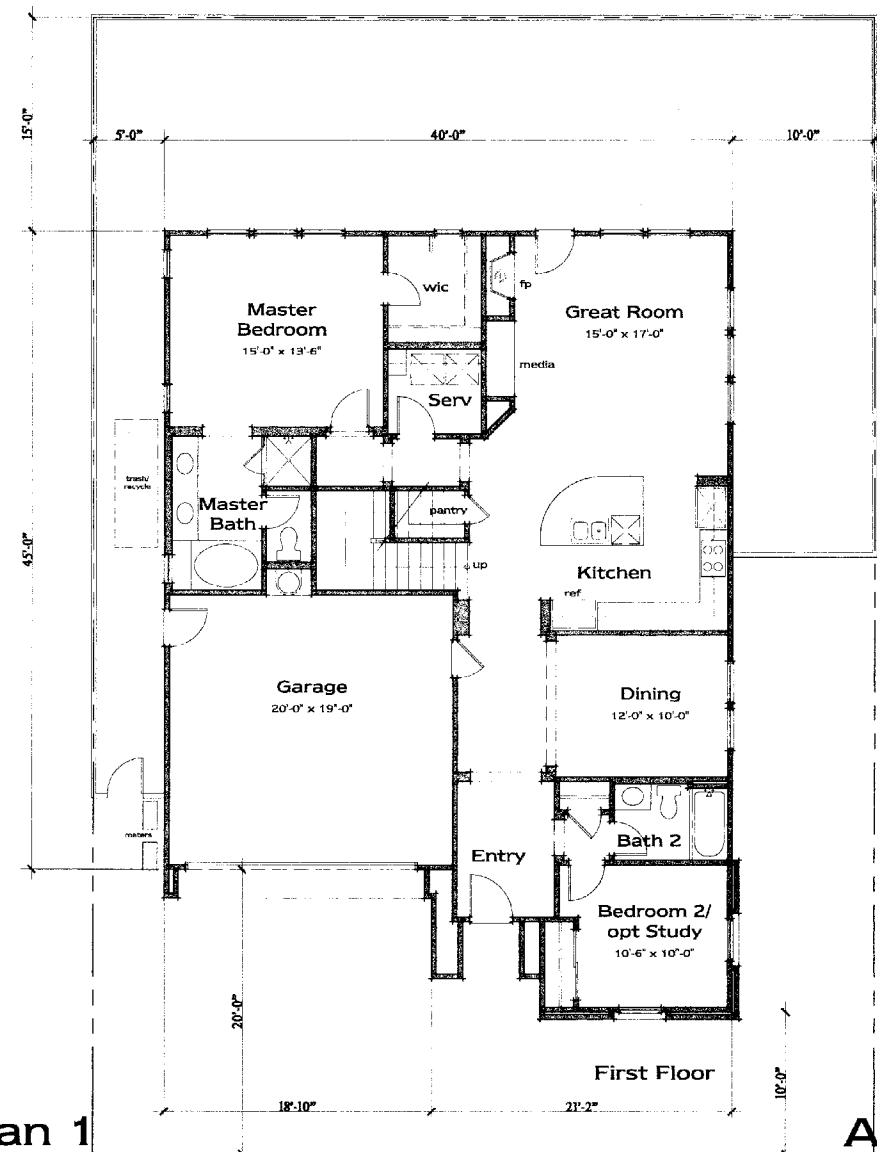
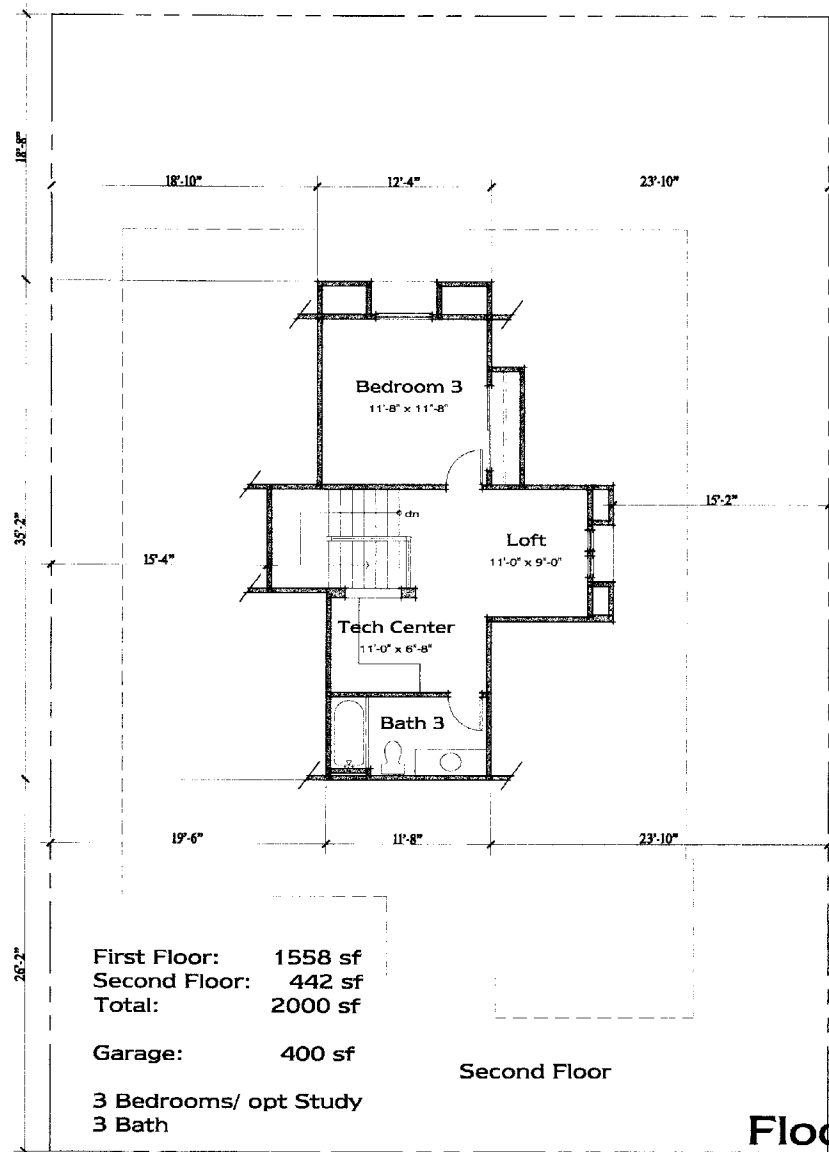


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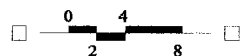
KTGY GROUP, INC.
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17095 MITCHELL BOULEVARD
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1949 951-2195 FAX 949 951-8188
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Floor Plan 1

A.3

The DeSilva Group



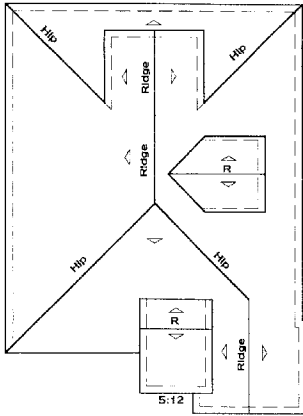
LA VISTA
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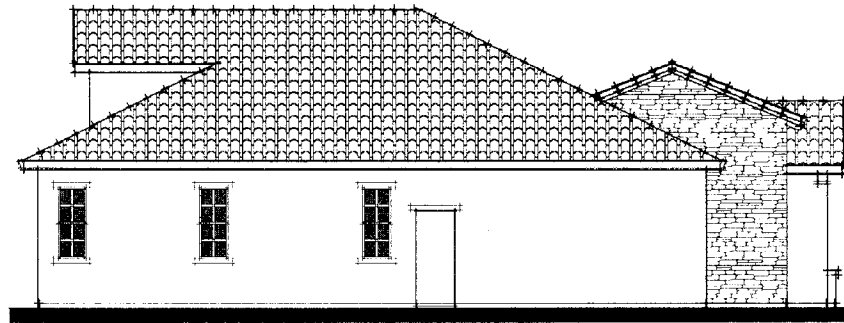


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 DOWNEY, CALIFORNIA 90241
 (562) 951-5155 FAX (562) 951-5156
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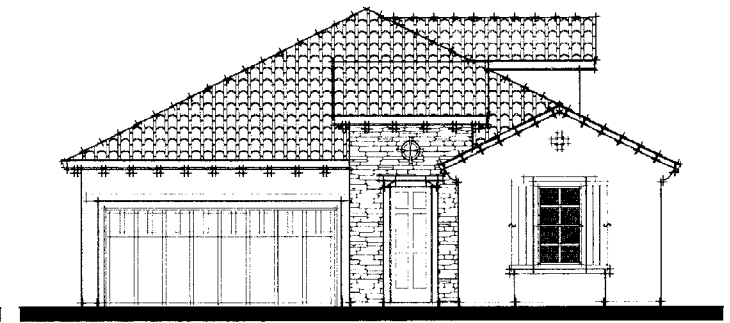
Slope 6:12 UNO



Roof Plan 1/8"=1'-0"



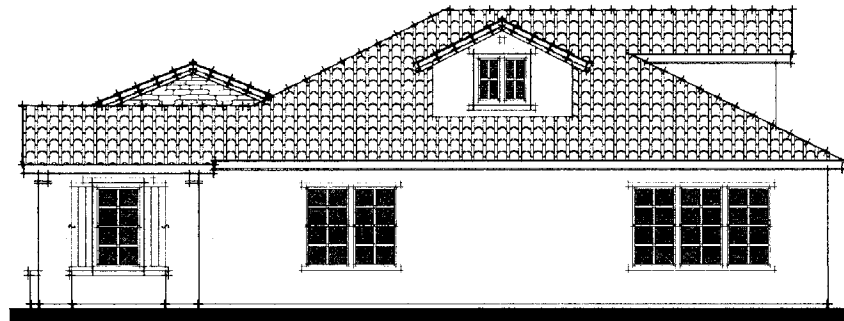
Left Elevation



Front Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Stone Veneer
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wood Shutters
7. Wrought Iron Detail
8. Metal Garage Door
9. 12" Overhang with Wood Fascia



Right Elevation

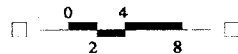


Rear Elevation

Plan 1A Elevations

A.4

The DeSilva Group



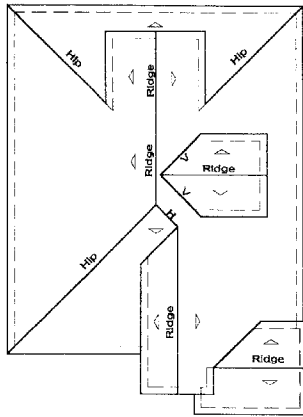
LA VISTA
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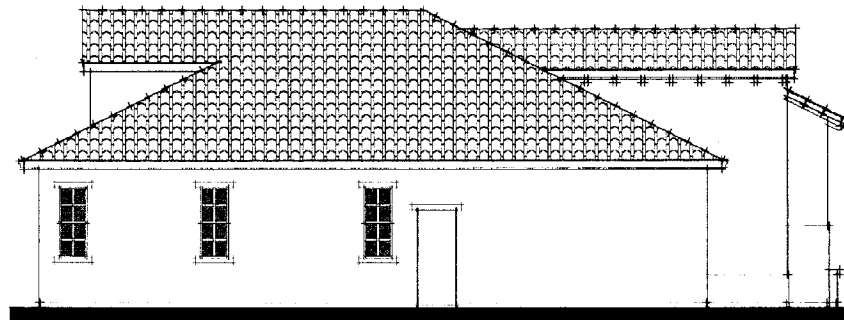


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Slope 6:12 UNO



Roof Plan 1/8"=1'-0"



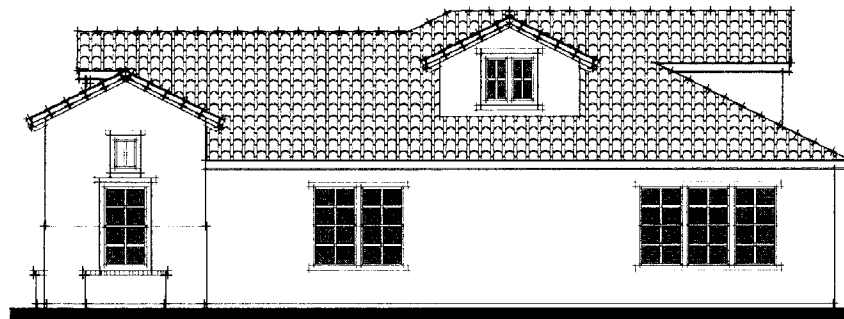
Left Elevation



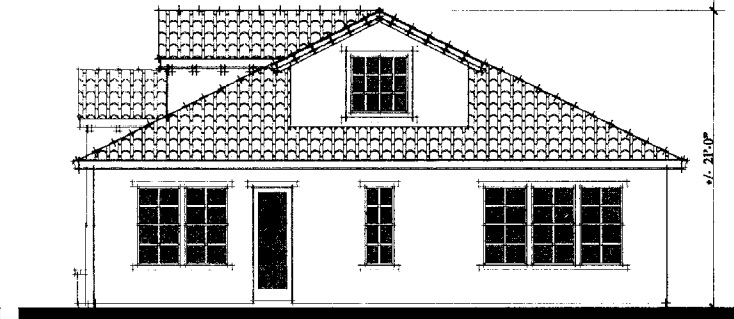
Front Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Stone Veneer Trim
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Metal Garage Door
8. 12" Overhang with Wood Fascia



Right Elevation

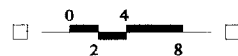


Rear Elevation

Plan 1B Elevations

A.5

The DeSilva Group



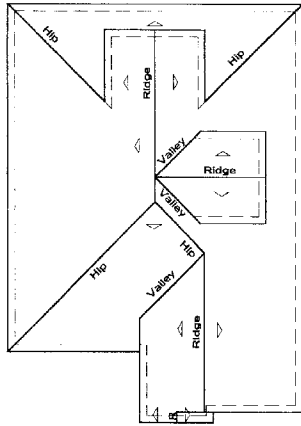
LA VISTA
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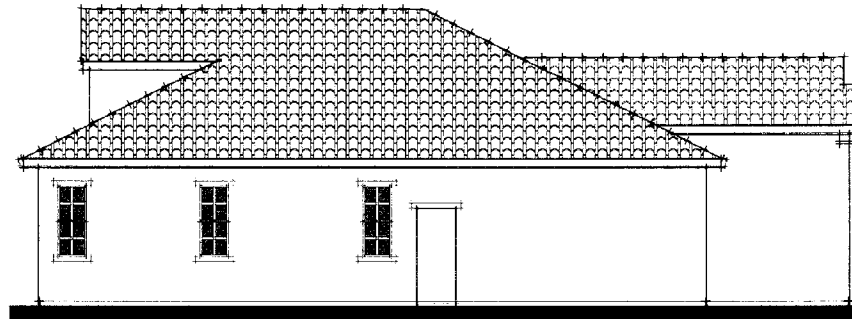


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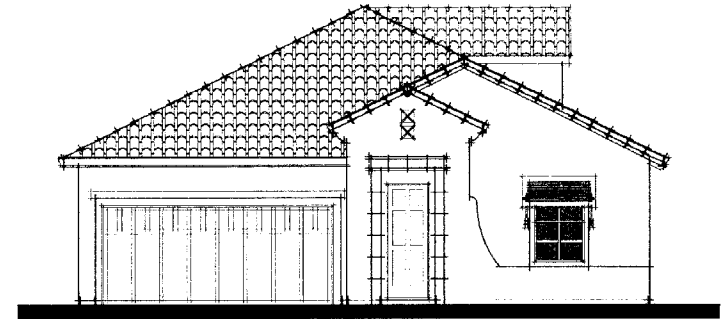
Slope 6:12 UNO



Roof Plan 1/8"=1'-0"



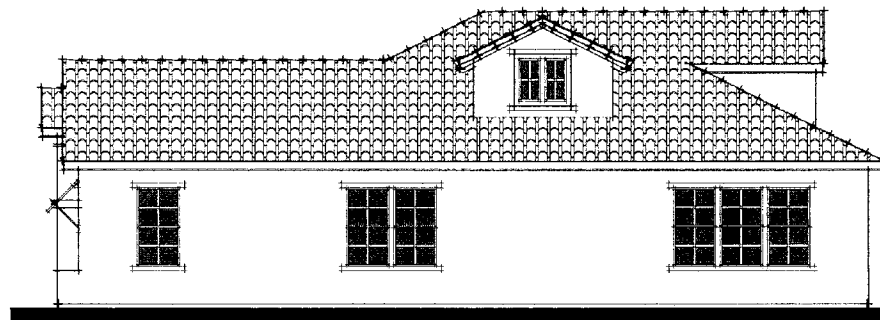
Left Elevation



Front Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Wood Awning
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Precast Surround
8. Metal Garage Door
9. 12" Overhang with Wood Fascia



Right Elevation

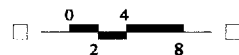


Rear Elevation

Plan 1C Elevations

A.6

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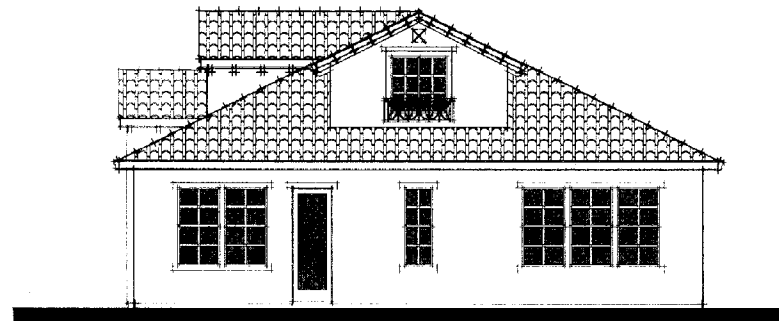
1A Rear Elevation



1B Rear Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Stone Veneer Trim
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Wood Shutters
8. Stucco Recess Detail
9. Stucco Corbel Detail
10. 12" Overhang with Wood Fascia

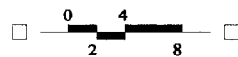


1C Rear Elevation

Plan 1 Enhanced Elevations

A.7

The DeSilva Group

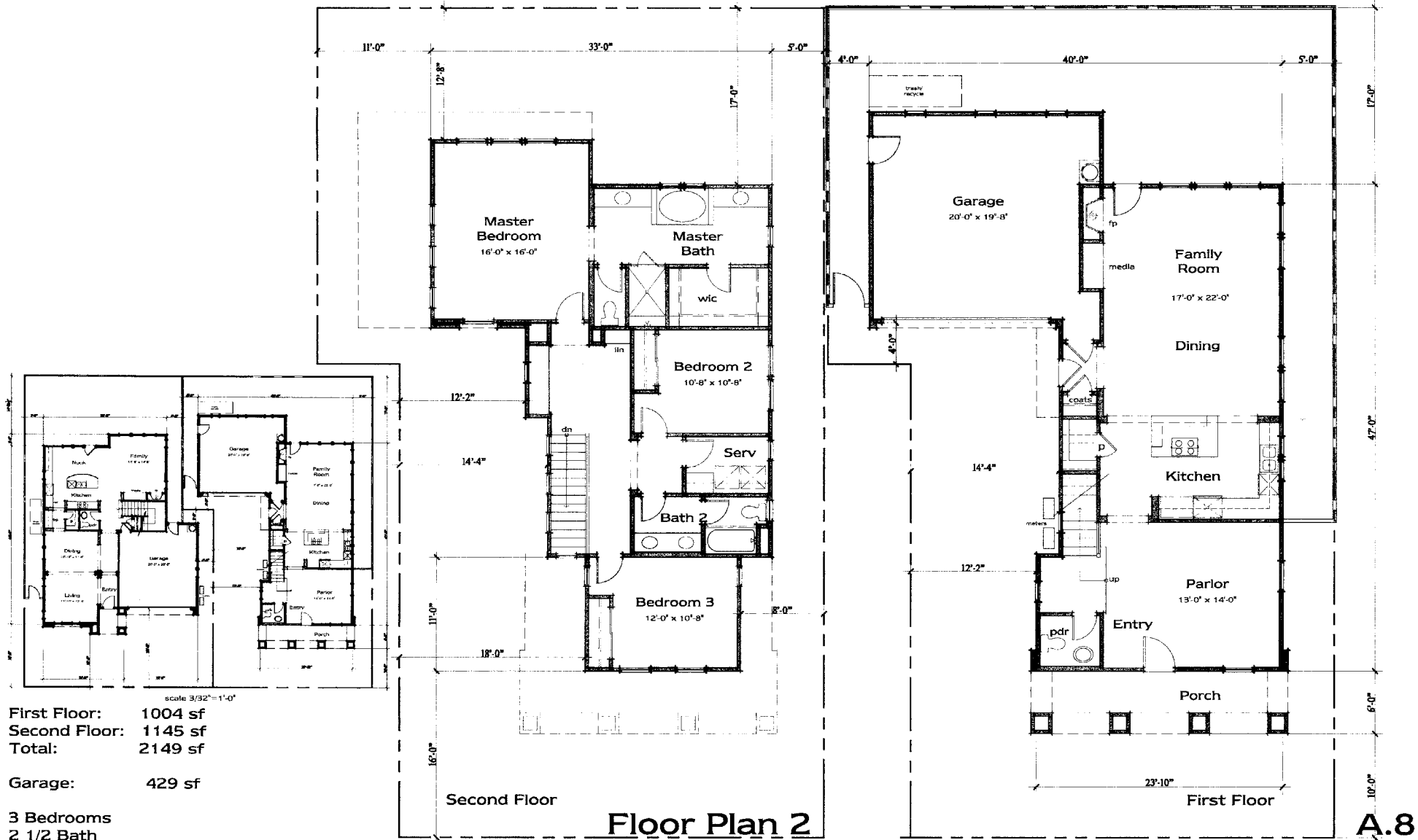


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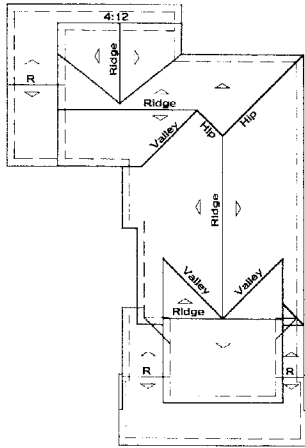
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17892 MITCHELL SOUTH
IRVING, CALIFORNIA 92614
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AIA (NORTH HARBOR)



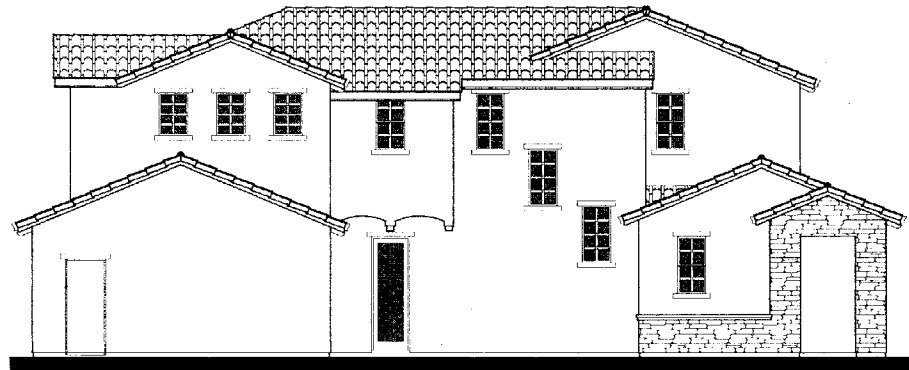
A.8

<p>The DeSilva Group</p>		<p>LA VISTA Hayward, CA</p>	<p>#20050054 06/01/05</p>		<p>KTGY GROUP, INC. ARCHITECTURE PLANNING 17993 MITCHELL BOOTH IRVING, CALIFORNIA 94614 (949) 951-1133 FAX (949) 951-1134 © 1999 ALL RIGHTS RESERVED</p>
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Slope 5:12 UNO



Roof Plan 1/8" = 1'-0"



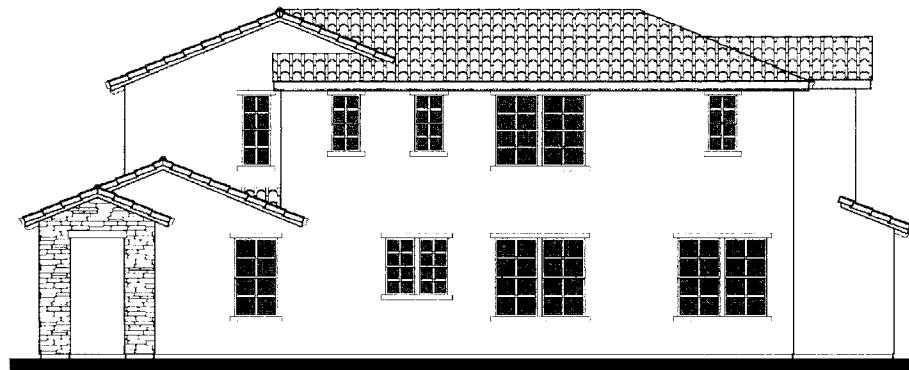
Left Elevation



Front Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Stone Veneer
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Metal Garage Door
8. 12" Overhang with Wood Fascia



Right Elevation

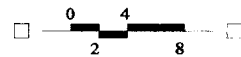


Rear Elevation

Plan 2A Elevations

A.9

The DeSilva Group



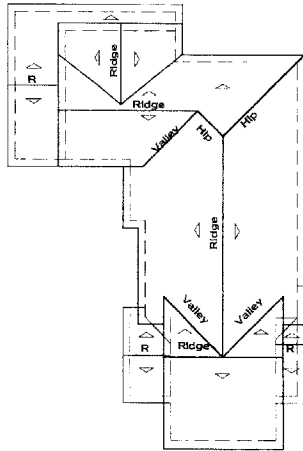
LA VISTA
Hayward, CA

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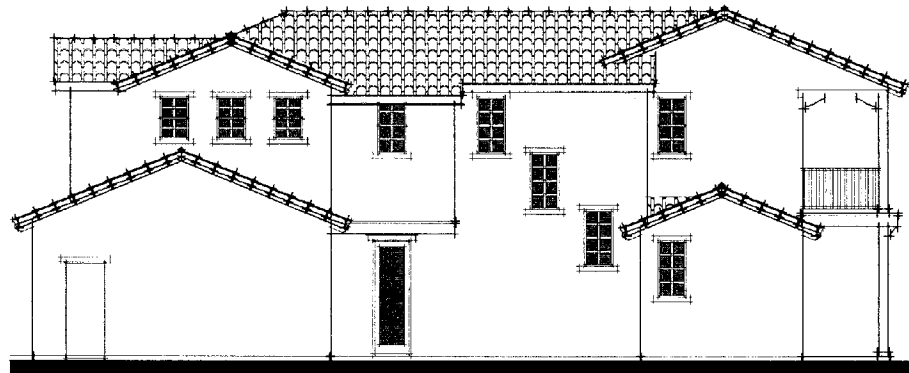


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Slope 5:12 UNO



Roof Plan 1/8" = 1'-0"



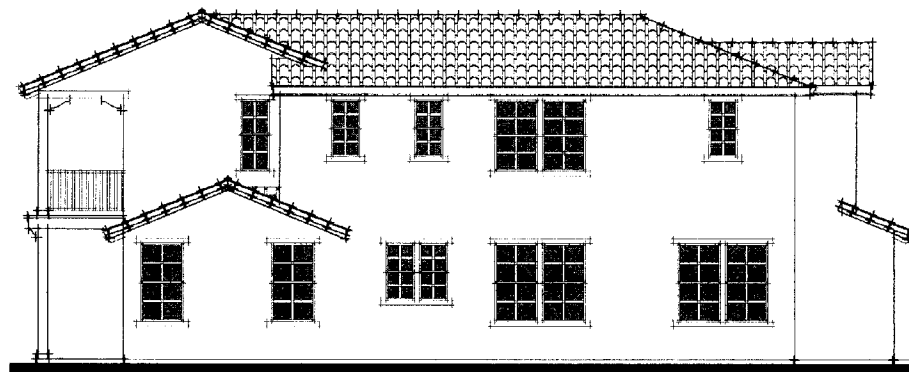
Left Elevation



Front Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Wood Railing and Corbels
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wood Shutters
7. Metal Garage Door
8. 12" Overhang with Wood Fascia



Right Elevation

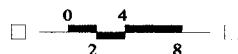


Rear Elevation

Plan 2B Elevations

A.10

The DeSilva Group



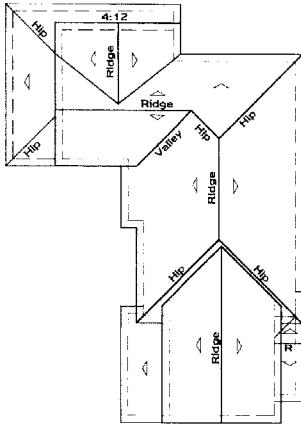
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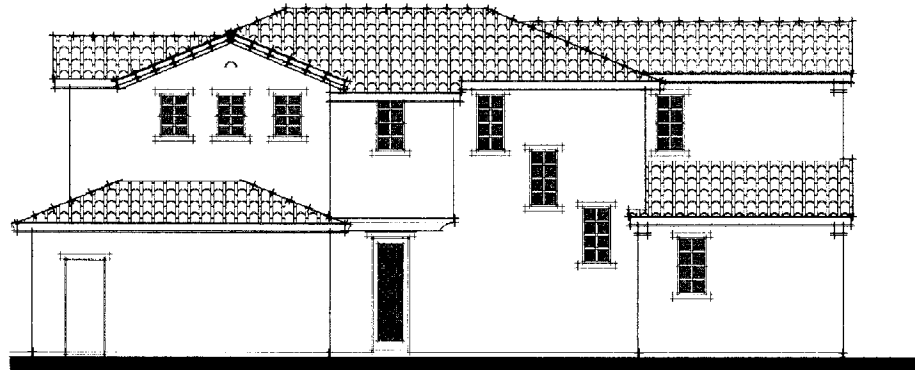
Slope 5:12 UNO



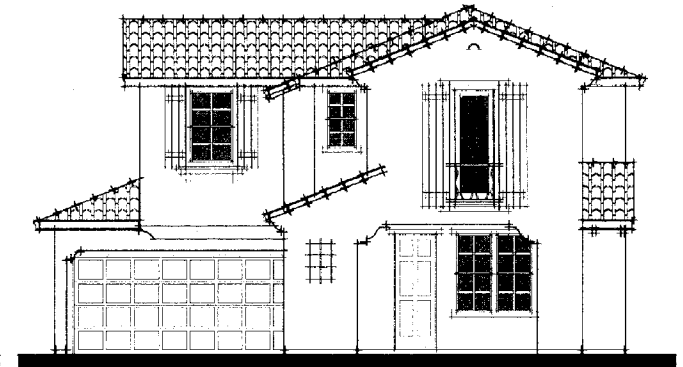
Roof Plan 1/8"=1'-0"

Material Legend

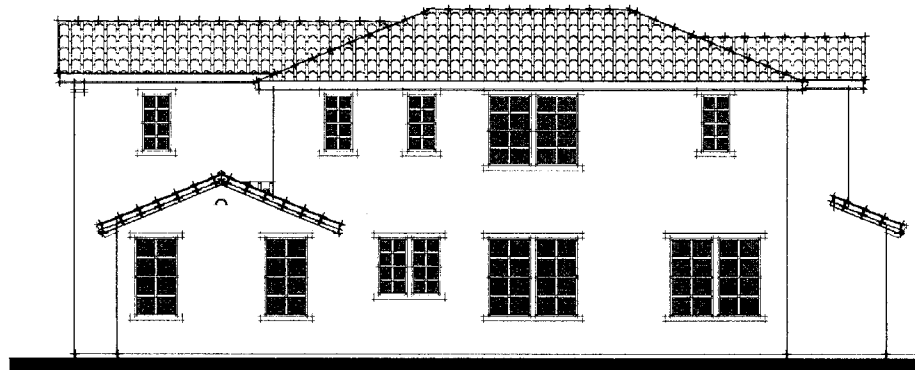
1. "S" Concrete Tile
2. Stucco Body
3. Wrought Iron Railing
4. Stucco Trim Surround
5. Wood Shutters
6. Clay Pipe Detail
7. Wrought Iron Detail
8. Metal Garage Door
9. 12" Overhang with Wood Fascia



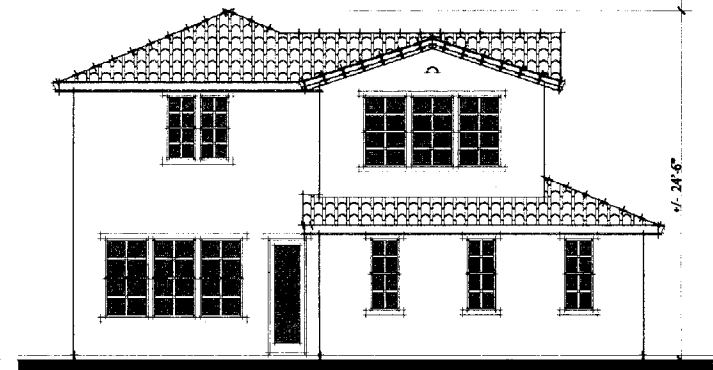
Left Elevation



Front Elevation



Right Elevation

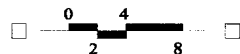


Rear Elevation

Plan 2C Elevations

A.11

The DeSilva Group



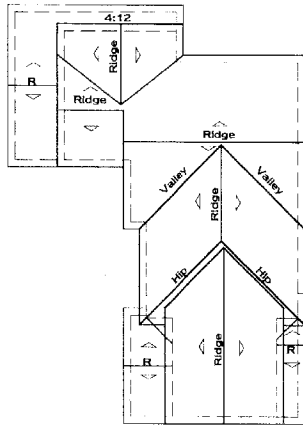
LA VISTA
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10995 MITCHELL AVENUE
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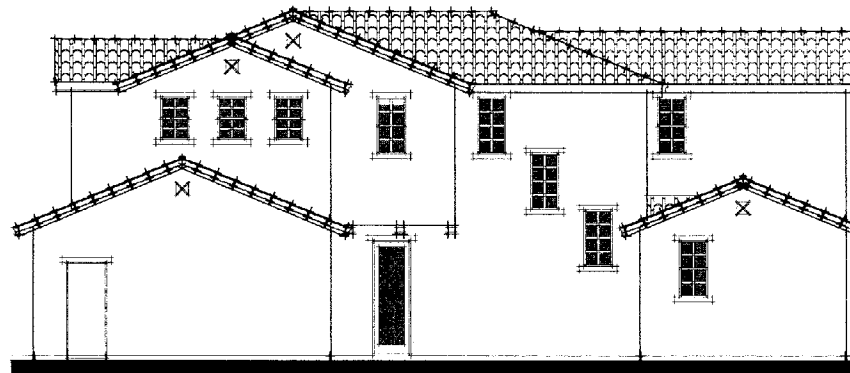
Slope 5:12 UNO



Roof Plan 1/8" = 1'-0"

Material Legend

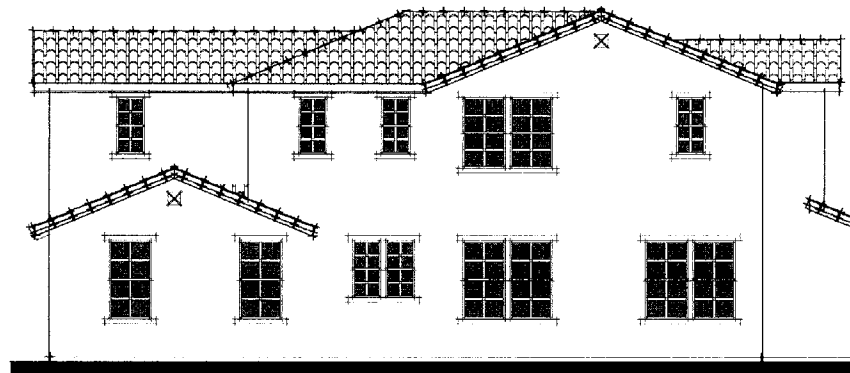
1. "S" Concrete Tile
2. Stucco Body
3. Stucco Recess Detail
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Metal Garage Door
8. 12" Overhang with Wood Fascia



Left Elevation



Front Elevation



Right Elevation

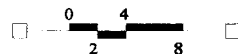


Rear Elevation

Plan 2D Elevations

A.12

The DeSilva Group



LA VISTA
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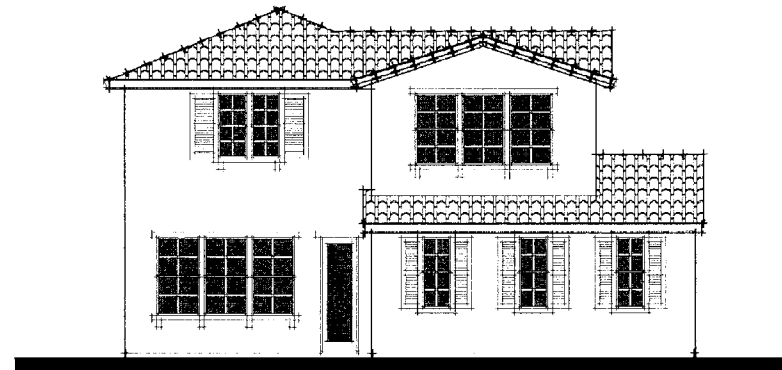
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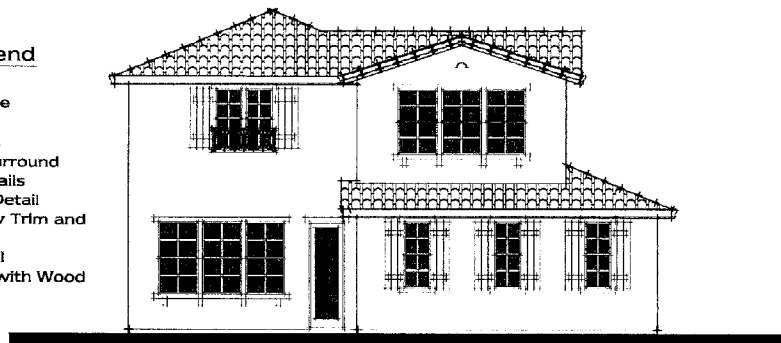
2A Rear Elevation



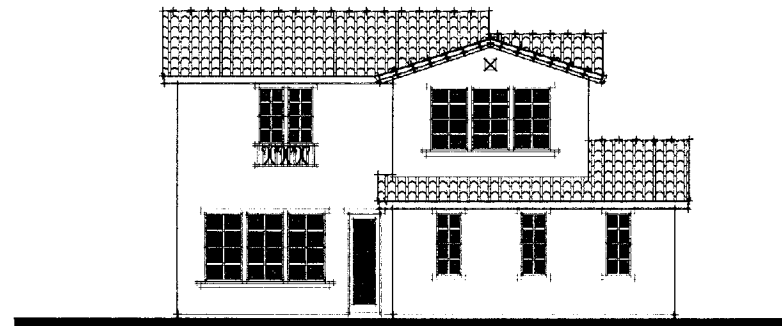
2B Rear Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Wood Shutters
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Stucco Window Trim and Corbel Detail
8. Clay Pipe Detail
9. 12" Overhang with Wood Fascia



2C Rear Elevation

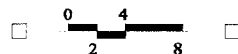


2D Rear Elevation

Plan 2 Enhanced Elevations

A.13

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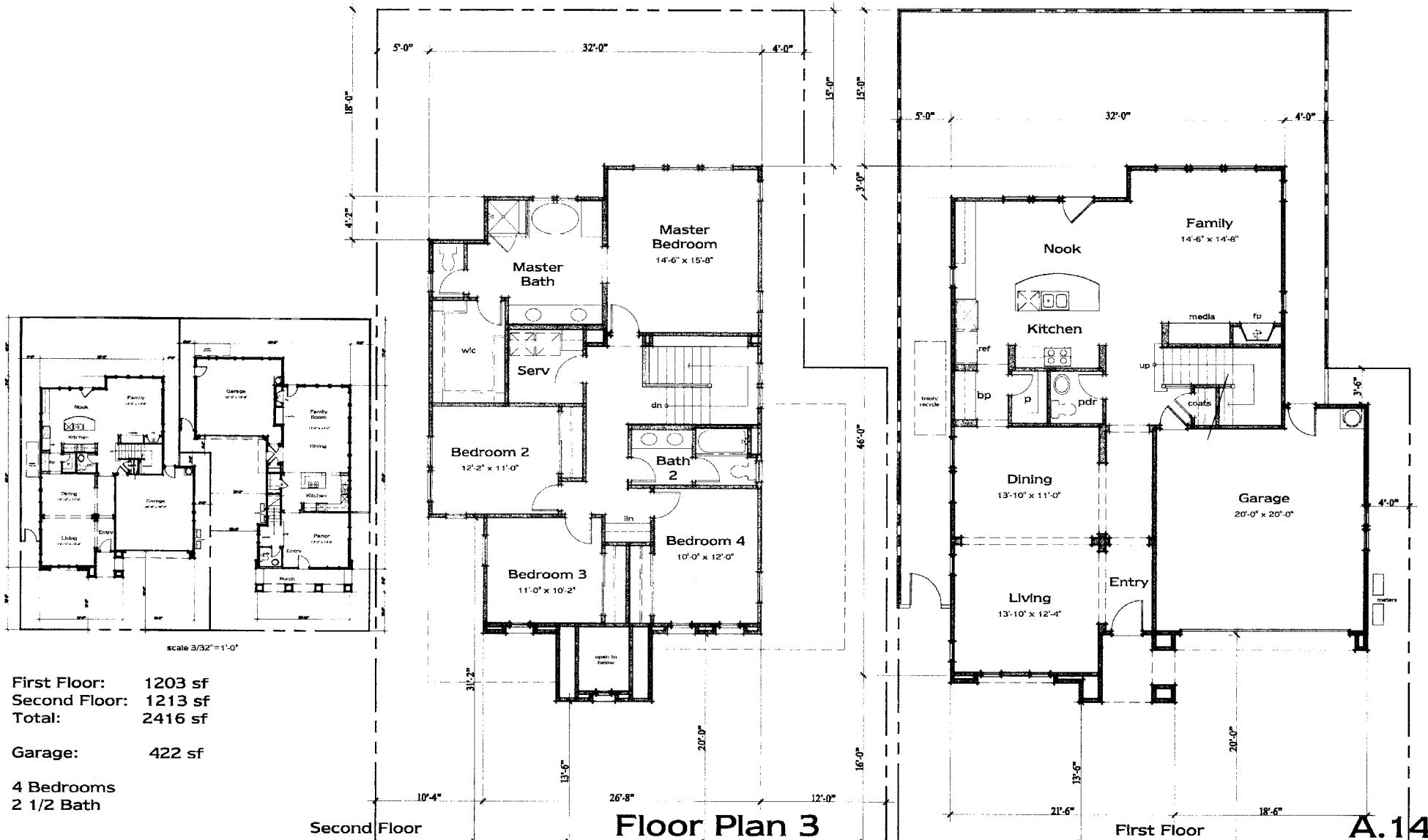


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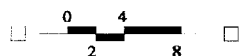


First Floor: 1203 sf
 Second Floor: 1213 sf
 Total: 2416 sf

Garage: 422 sf

4 Bedrooms
 2 1/2 Bath

The DeSilva Group



LA VISTA
 Hayward, CA

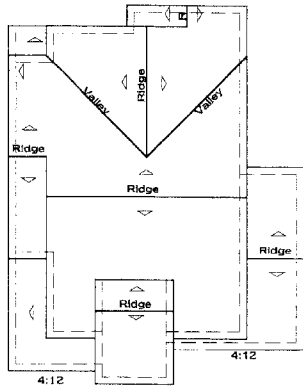
#20050054
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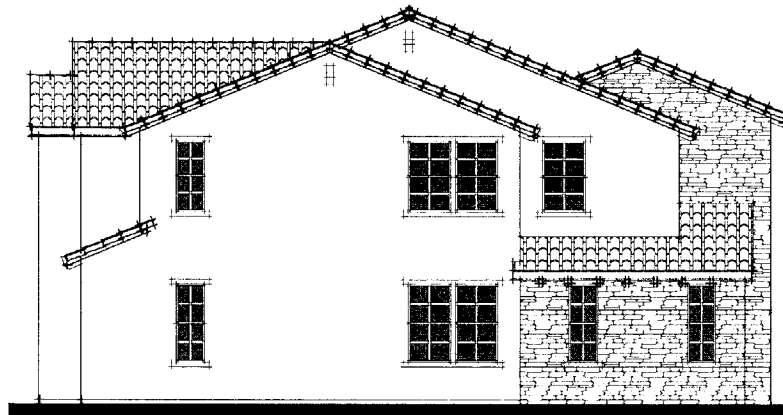
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A.14

Slope 5:12 UNO



Roof Plan 1/8"=1'-0"



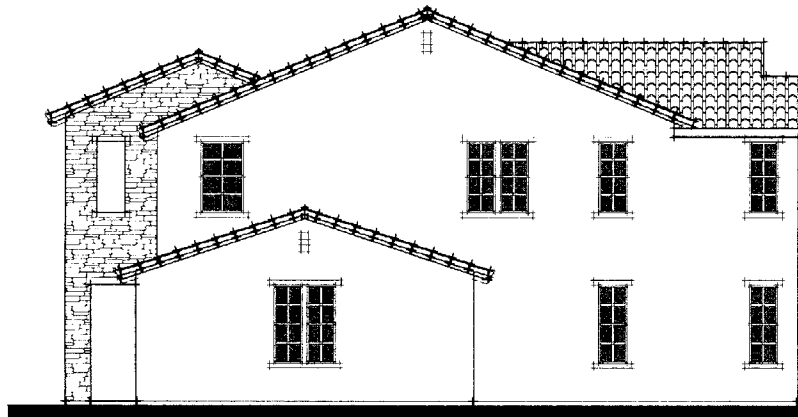
Left Elevation



Front Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Stone Veneer
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Stucco Recess Detail
8. Metal Garage Door
9. 12" Overhang with Wood Fascia



Right Elevation

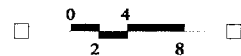


Rear Elevation

Plan 3A Elevations

A.15

The DeSilva Group



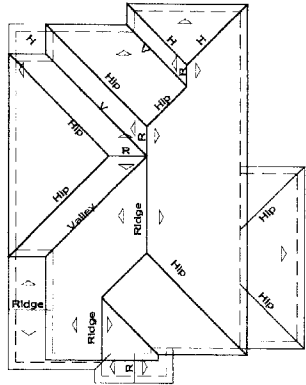
LA VISTA
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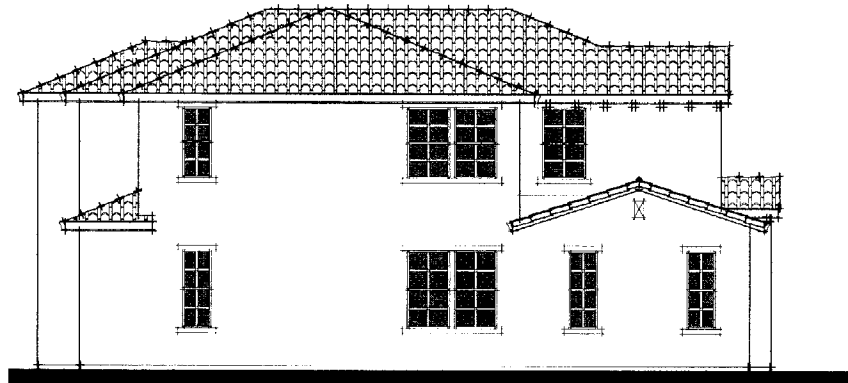


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Slope 6:12 UNO



Roof Plan 1/8"=1'-0"



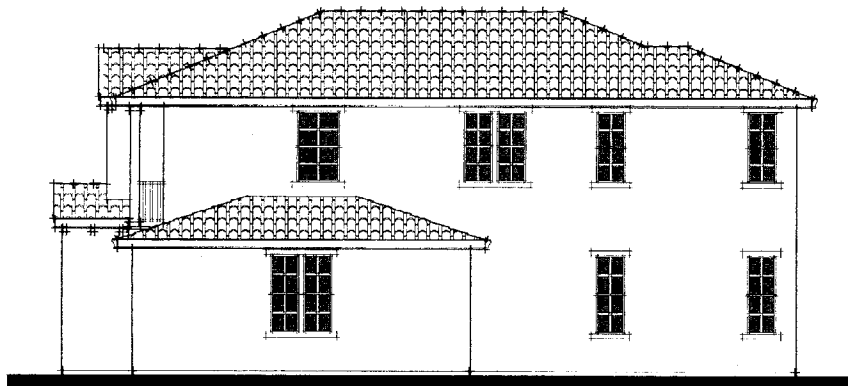
Left Elevation



Front Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Wood Railing and Corbels
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wood Shutters
7. Metal Garage Door
8. 12" Overhang with Wood Fascia



Right Elevation

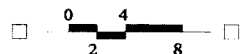


Rear Elevation

Plan 3B Elevations

A.16

The DeSilva Group



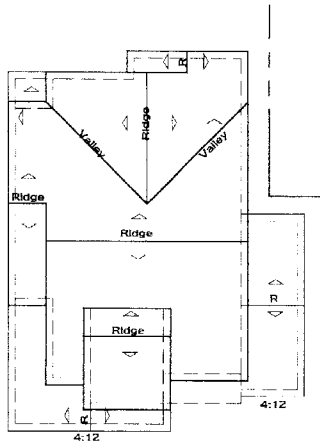
LA VISTA
Hayward, CA

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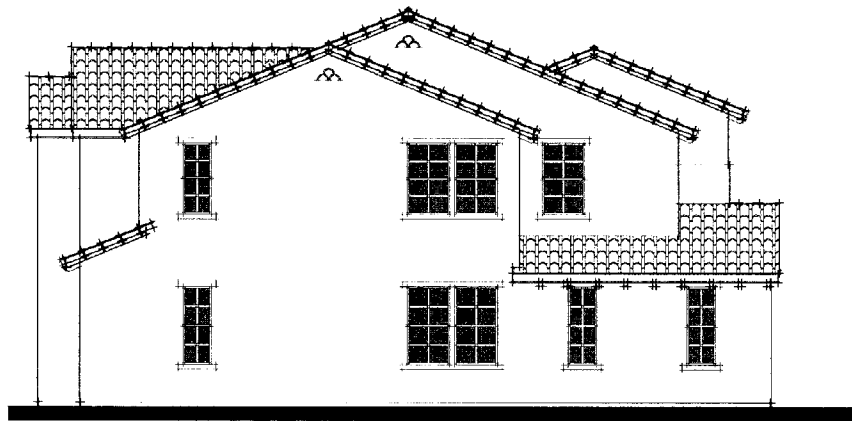


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Slope 5:12 UNO



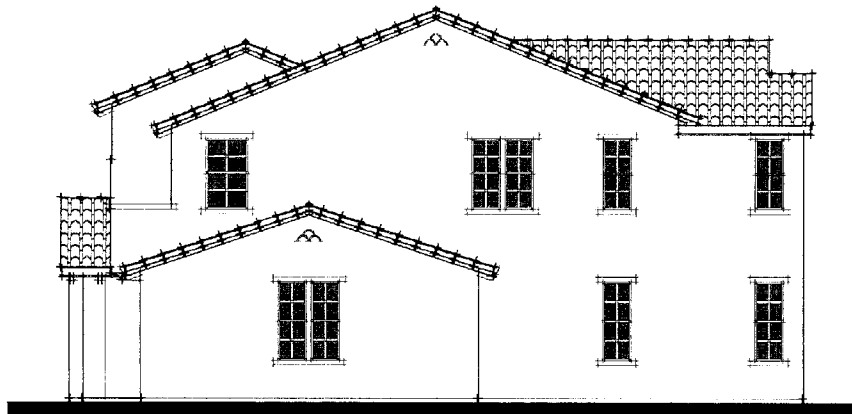
Roof Plan 1/8"=1'-0"



Left Elevation



Front Elevation



Right Elevation



Rear Elevation

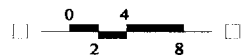
Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Wrought Iron Railing
4. Stucco Trim Surround
5. Wood Brackets
6. Clay Pipe Detail
7. Wrought Iron Detail
8. Metal Garage Door
9. 12" Overhang with Wood Fascia

Plan 3C Elevations

A.17

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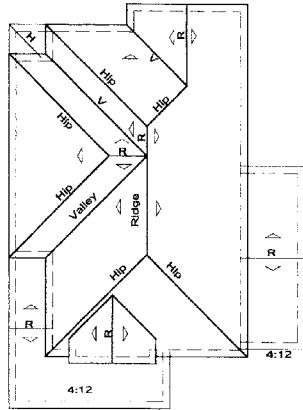
LA VISTA
Hayward, CA

#20050054
06/01/05

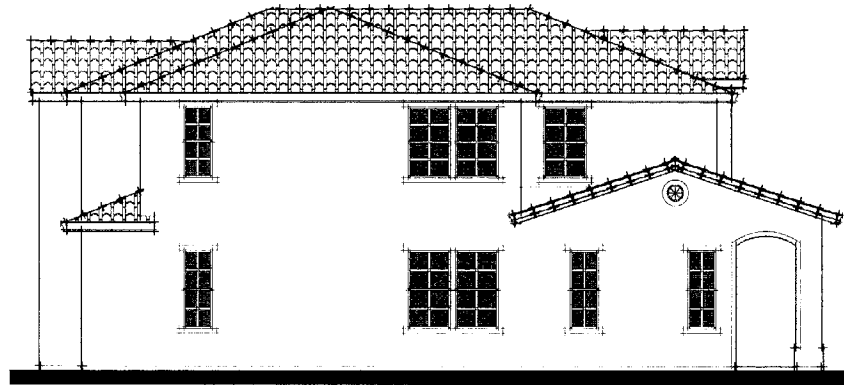


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Slope 5:12 UNO



Roof Plan 1/8"=1'-0"



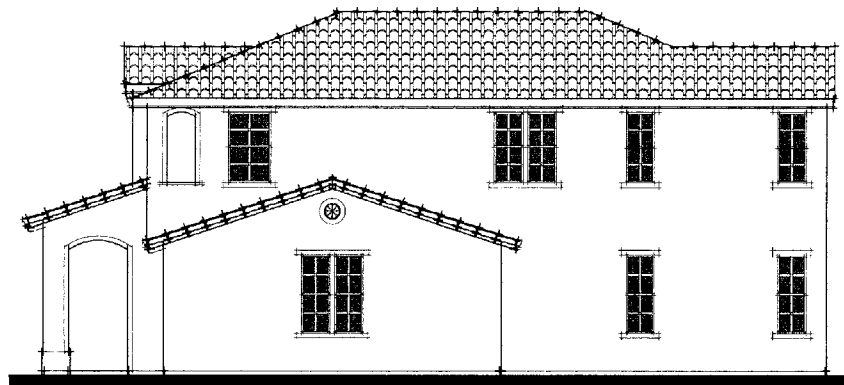
Left Elevation



Front Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Stucco Recess Detail
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Wrought Iron Railing
8. Metal Garage Door
9. 12" Overhang with Wood Fascia



Right Elevation

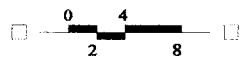


Rear Elevation

Plan 3D Elevations

A.18

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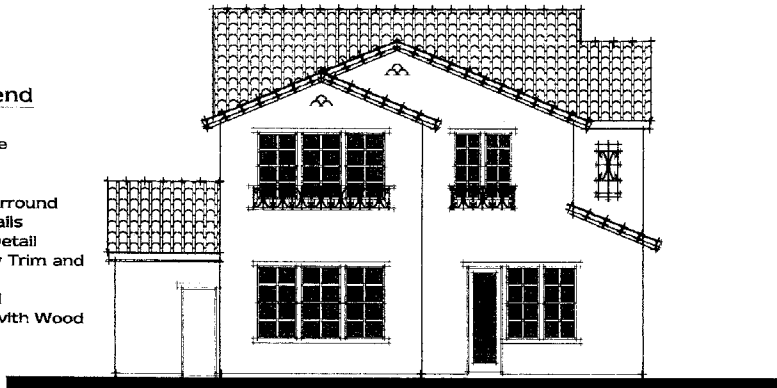
3A Rear Elevation



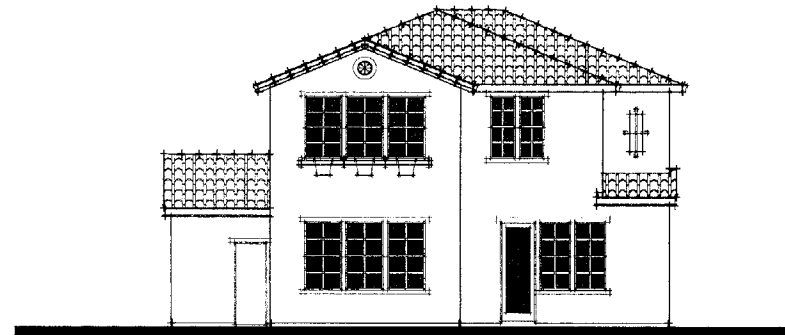
3B Rear Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Wood Shutters
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Stucco Window Trim and Corbel Detail
8. Clay Pipe Detail
9. 12" Overhang with Wood Fascia



3C Rear Elevation

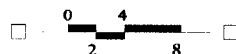


3D Rear Elevation

Plan 3 Enhanced Elevations

A.19

The DeSilva Group

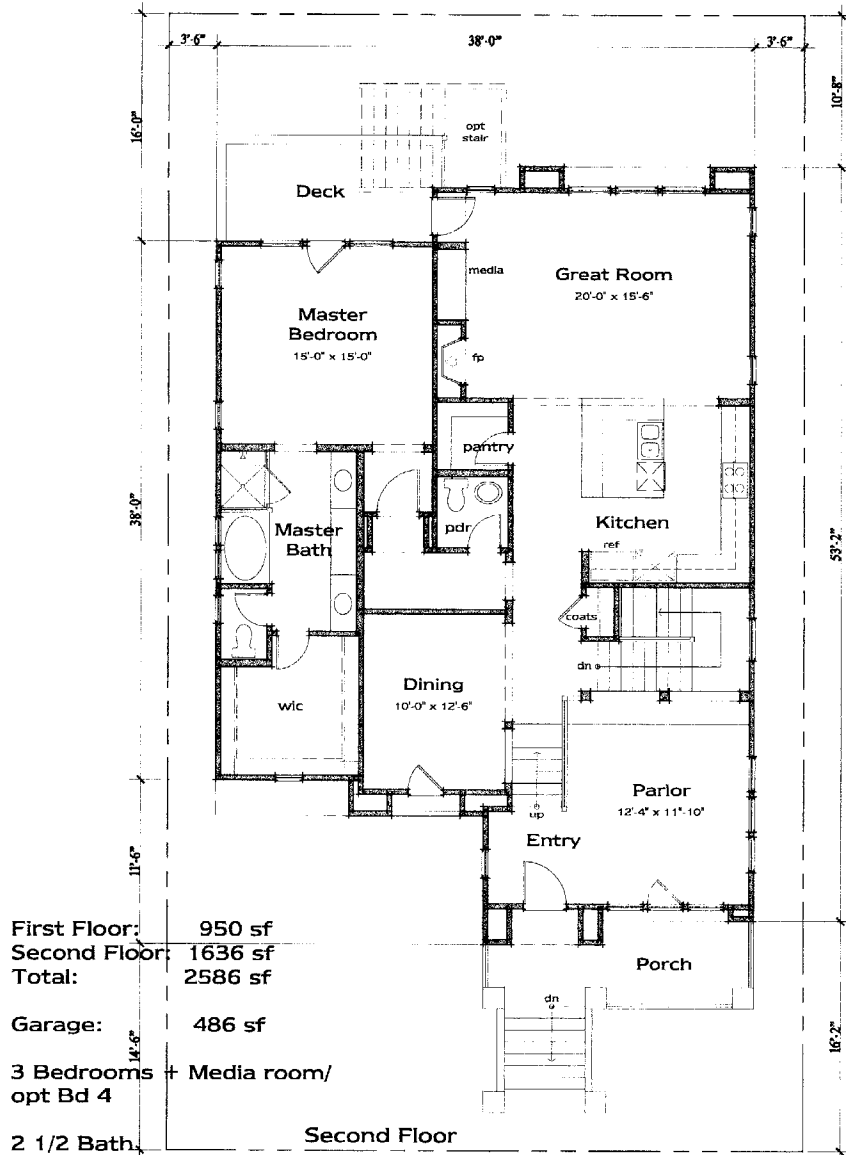


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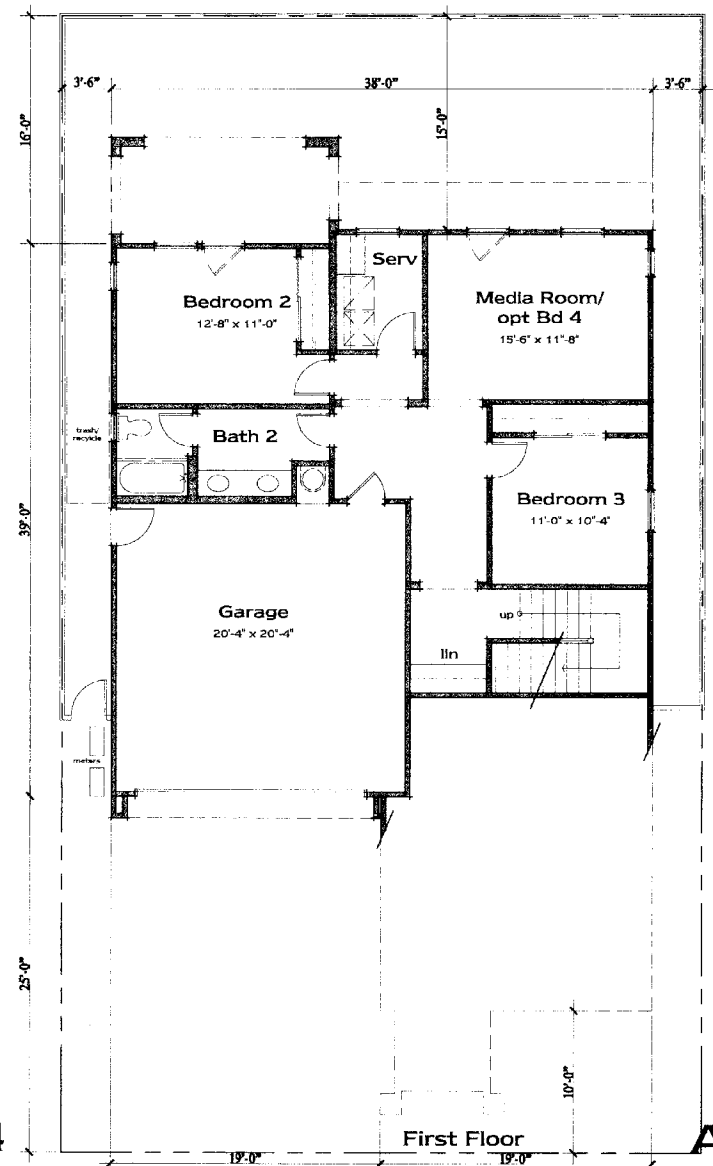
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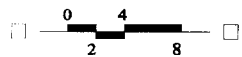


Floor Plan 4



A.20

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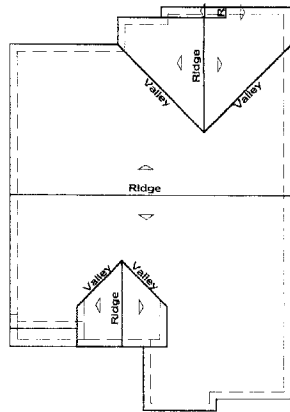
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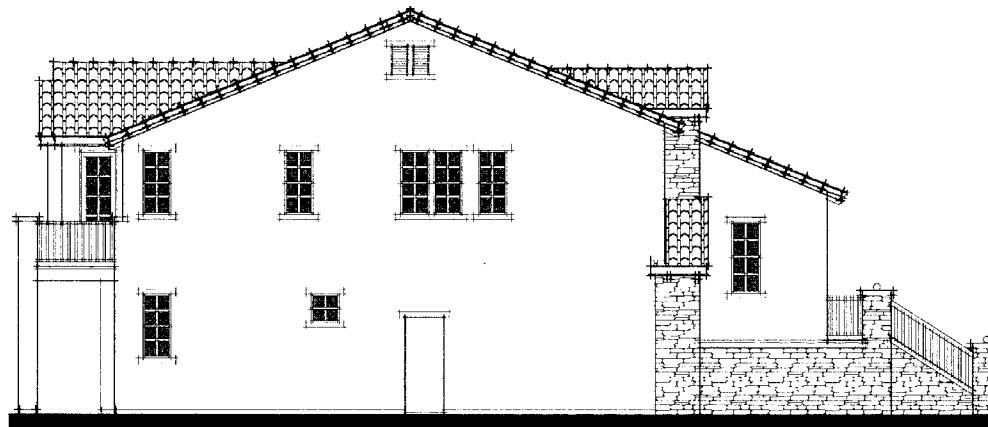
Slope 5:12 UNO



Roof Plan 1/8"=1'-0"

Material Legend

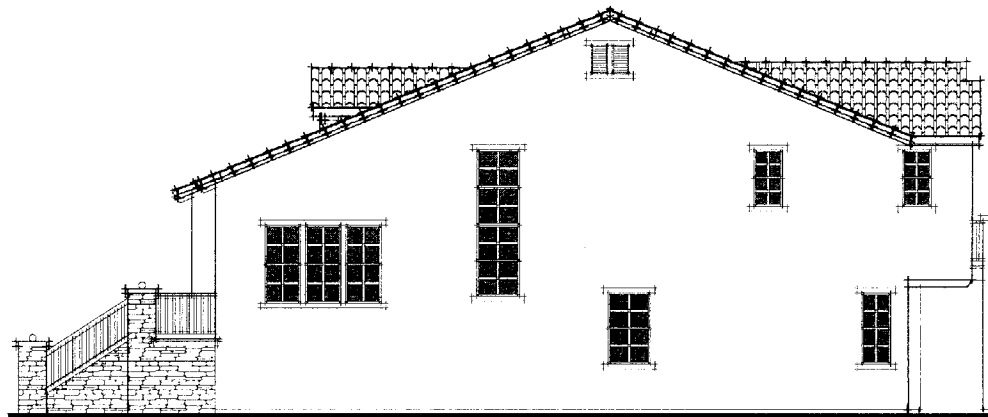
1. "S" Concrete Tile
2. Stucco Body
3. Stone Veneer
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Stucco Recess Detail
8. Wrought Iron Railing
9. Metal Garage Door
10. 12" Overhang with Wood Fascia



Left Elevation



Front Elevation



Right Elevation

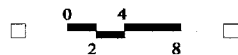


Rear Elevation

Plan 4A Elevations

A.21

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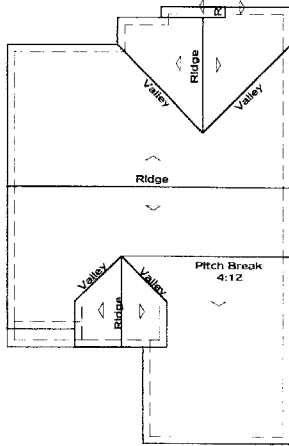
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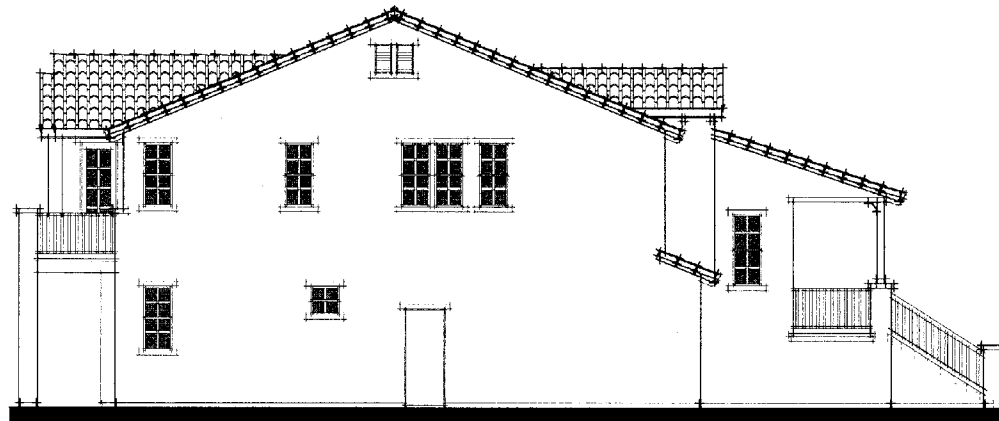


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Slope 5:12 UNO



Roof Plan 1/8"=1'-0"



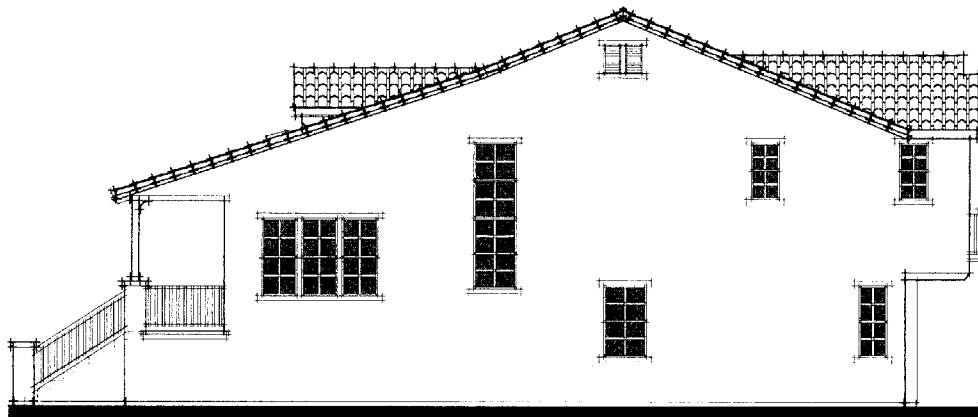
Left Elevation



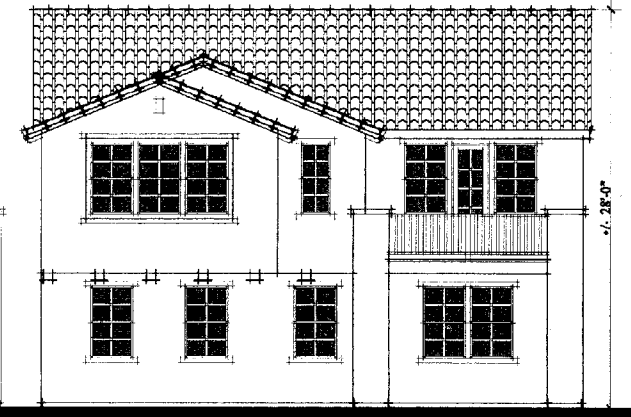
Front Elevation

Material Legend

1. "5" Concrete Tile
2. Stucco Body
3. Wood Railing and Corbels
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wood Shutters
7. Metal Garage Door
8. 12" Overhang with Wood Fascia



Right Elevation

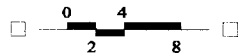


Rear Elevation

Plan 4B Elevations

A.22

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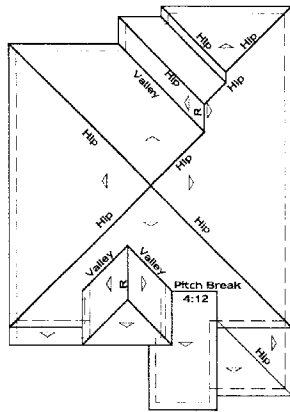
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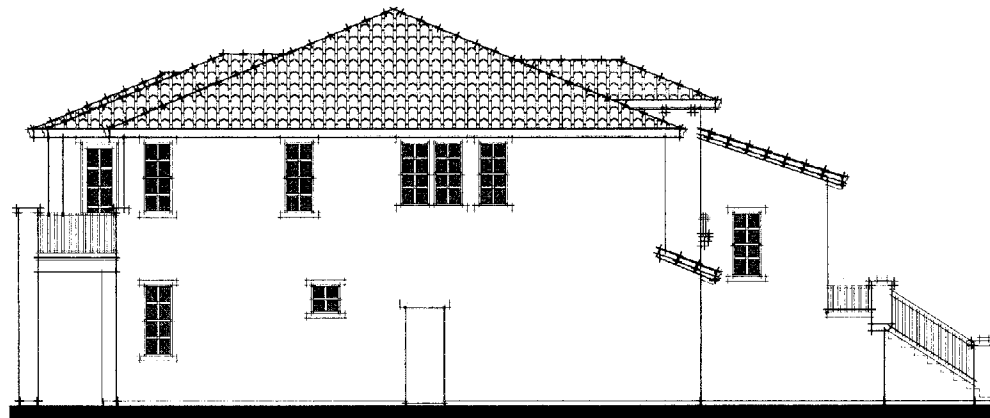


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Slope 5:12 UNO



Roof Plan 1/8"=1'-0"



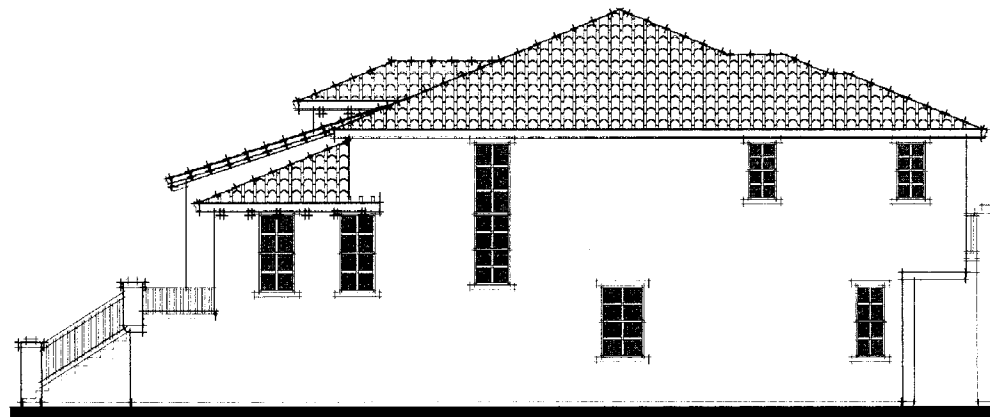
Left Elevation



Front Elevation

Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Wrought Iron Railing
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Precast Surround
7. Wrought Iron Railing
8. Metal Garage Door
9. 12" Overhang with Wood Fascia



Right Elevation

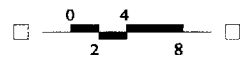


Rear Elevation

Plan 4C Elevations

A.23

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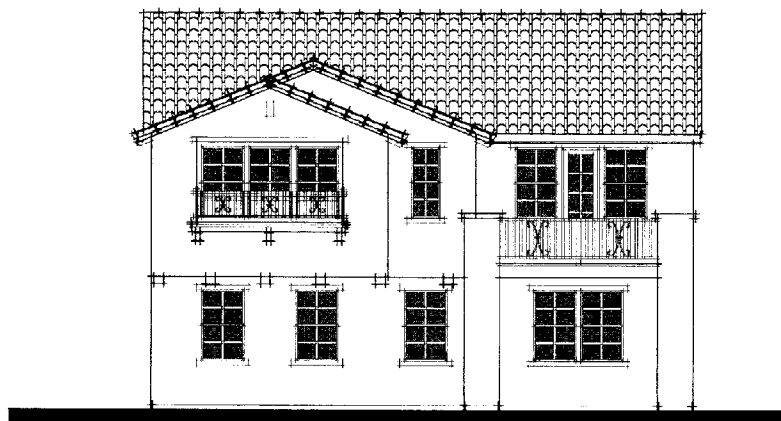


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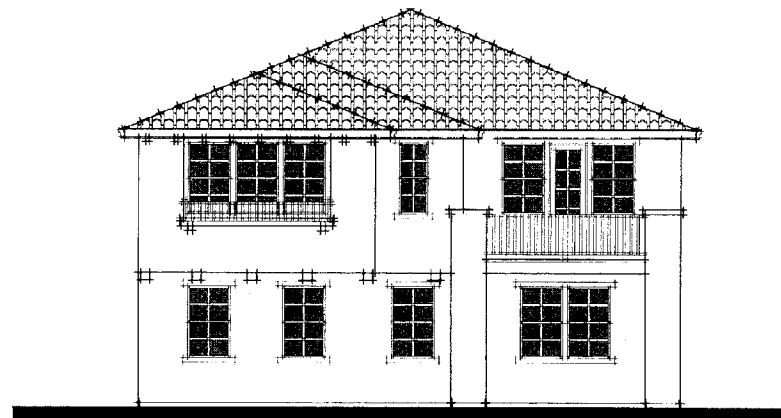
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4A Rear Elevation



4B Rear Elevation



4C Rear Elevation

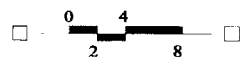
Material Legend

1. "S" Concrete Tile
2. Stucco Body
3. Wood Shutters
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Stucco Window Trim and Corbel Detail
8. Clay Pipe Detail
9. 12" Overhang with Wood Fascia

Plan 4 Enhanced Elevations

A.24

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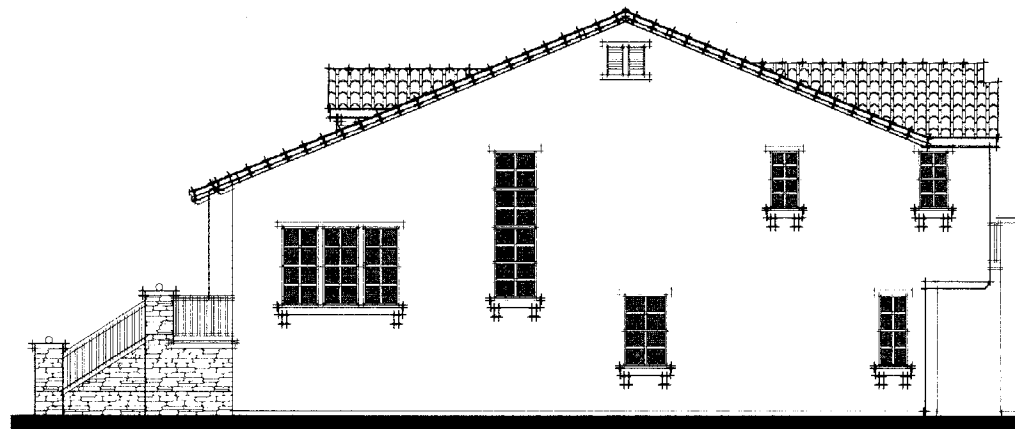


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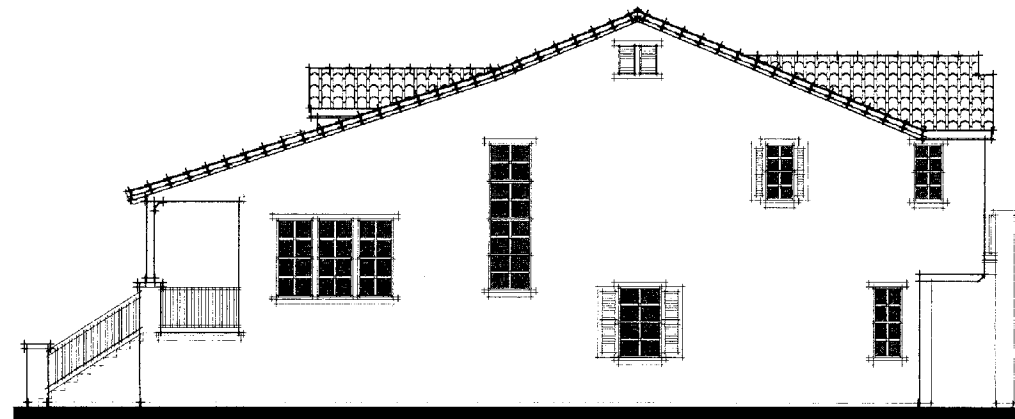
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4A Right Elevation



4B Right Elevation

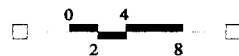
Material Legend

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2. Stucco Body
3. Wood Shutters
4. Stucco Trim Surround
5. Wood Rafter Tails
6. Wrought Iron Detail
7. Stucco Window Trim and Corbel Detail
8. Clay Pipe Detail
9. 12" Overhang with Wood Fascia

Plan 4 Enhanced Elevations

A.25

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LA VISTA
Hayward, CA

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AERIAL VIEW

MAY 25, 2005

COVER SHEET LA VISTA

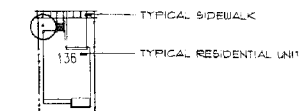
Project #
PL-2005-0156/0157/0158
TTM 7620/GP/ZC

SHEET INDEX

COVER SHEET	L.0
SITE PLAN	L.1
LANDSCAPE PLAN	L.2
LANDSCAPE PLAN	L.3
LANDSCAPE PLAN	L.4
LANDSCAPE PLAN	L.5
LANDSCAPE PLAN	L.6
LANDSCAPE PLAN	L.7
ENTRY ENLARGEMENT AND SECTION	L.8
LANDSCAPE DETAIL PLANS & SECTIONS	L.9
LANDSCAPE DETAILS	L.10
PARK PLAN	L.11
ALT PARK PLAN W/ COMMUNITY CENTER	L.12

LEGEND

	IRRIGATED HYDROSEED FIRE RETARDANT/LOW FUEL MIX GROUND COVER AND SHRUBS	
	NON-IRRIGATED HYDROSEED DROUGHT TOLERANT MIX	
	IRRIGATED HYDROSEED SLOPE STABILIZATION MIX	
	TRAIL DECOMPOSED GRANITE PATH WITH DRIP IRRIGATION DROUGHT TOLERANT SHRUBS AND TREES	
	FOCAL TREE PYRUS CALLERYANA PRUNUS YEDOENSIS 'AKESBONO' BETULA JACQUEMONTII	FLOWERING PEAR FLOWERING CHERRY BIRCH
	RESIDENTIAL STREET TREE LAGERSTROEMIA INDICA PISTACIA CHINENSIS CERCIS CANADENSIS	GRAPE MYRTLE CHINESE PISTACHE EASTERN REDBUD
	TENNYSON ROAD/OPEN SPACE TREE QUERCUS AGRI-FOLIA SCHINUS MOLLE HETEROMELES ARBUTIFOLIA	LIVE OAK CALIFORNIA PEPPER TOYON
	MEDIAN TREE PYRUS CALLERYANA 'CHANTICLEER'	COLUTNAR F. GUERNY PEAR



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SHEET NUMBER
L.0



SITE PLAN LA VISTA

CITY OF HAYWARD

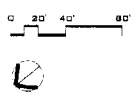
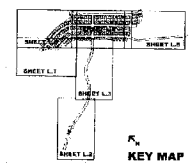
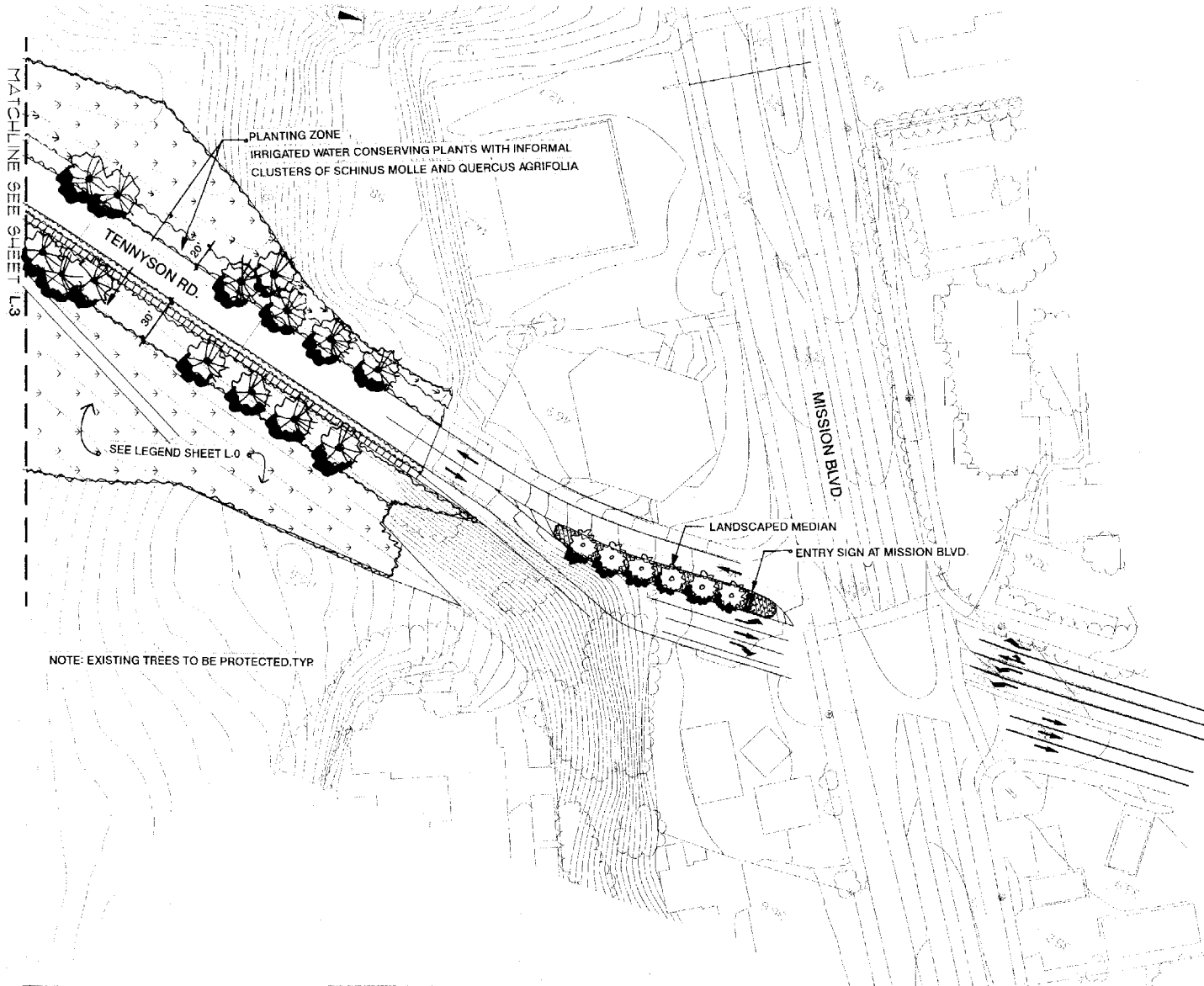
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L.1
 2 OF 13



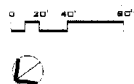
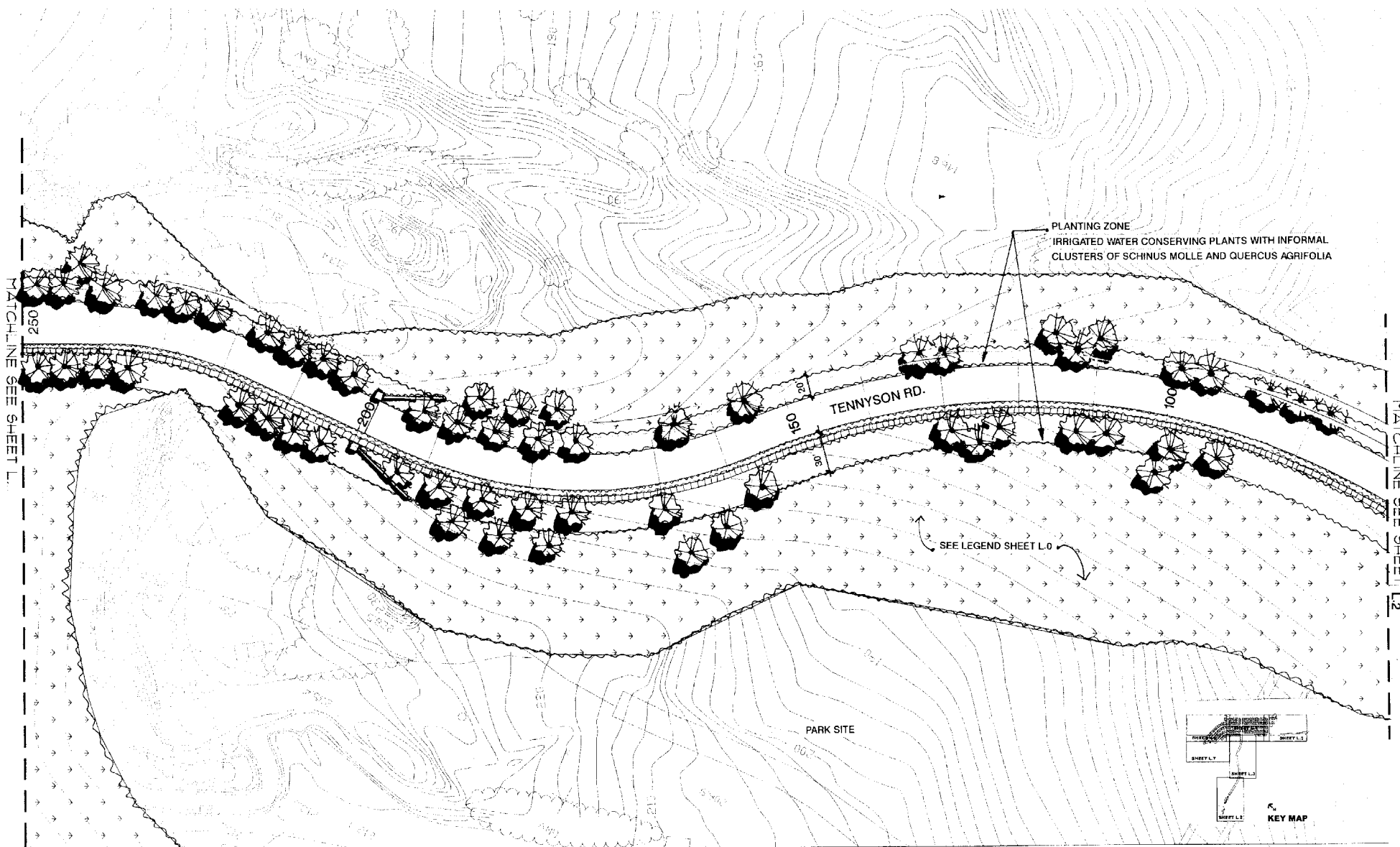
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LANDSCAPE DEVELOPMENT PLAN LA VISTA



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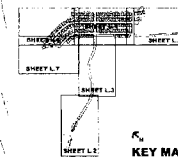


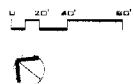
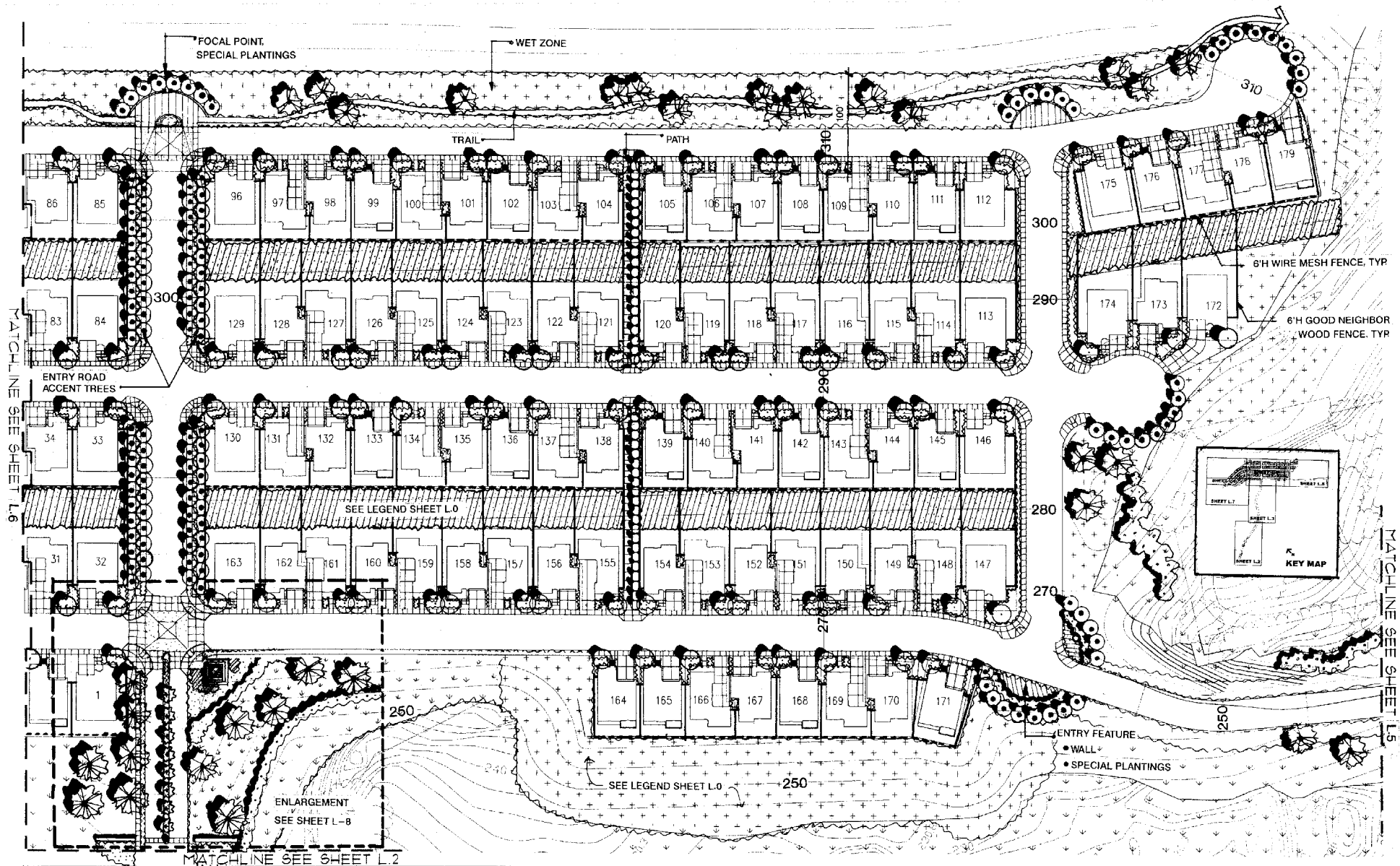
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4 OF 13





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LANDSCAPE DEVELOPMENT PLAN LA VISTA

CITY OF PALMDALE

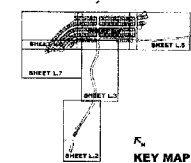
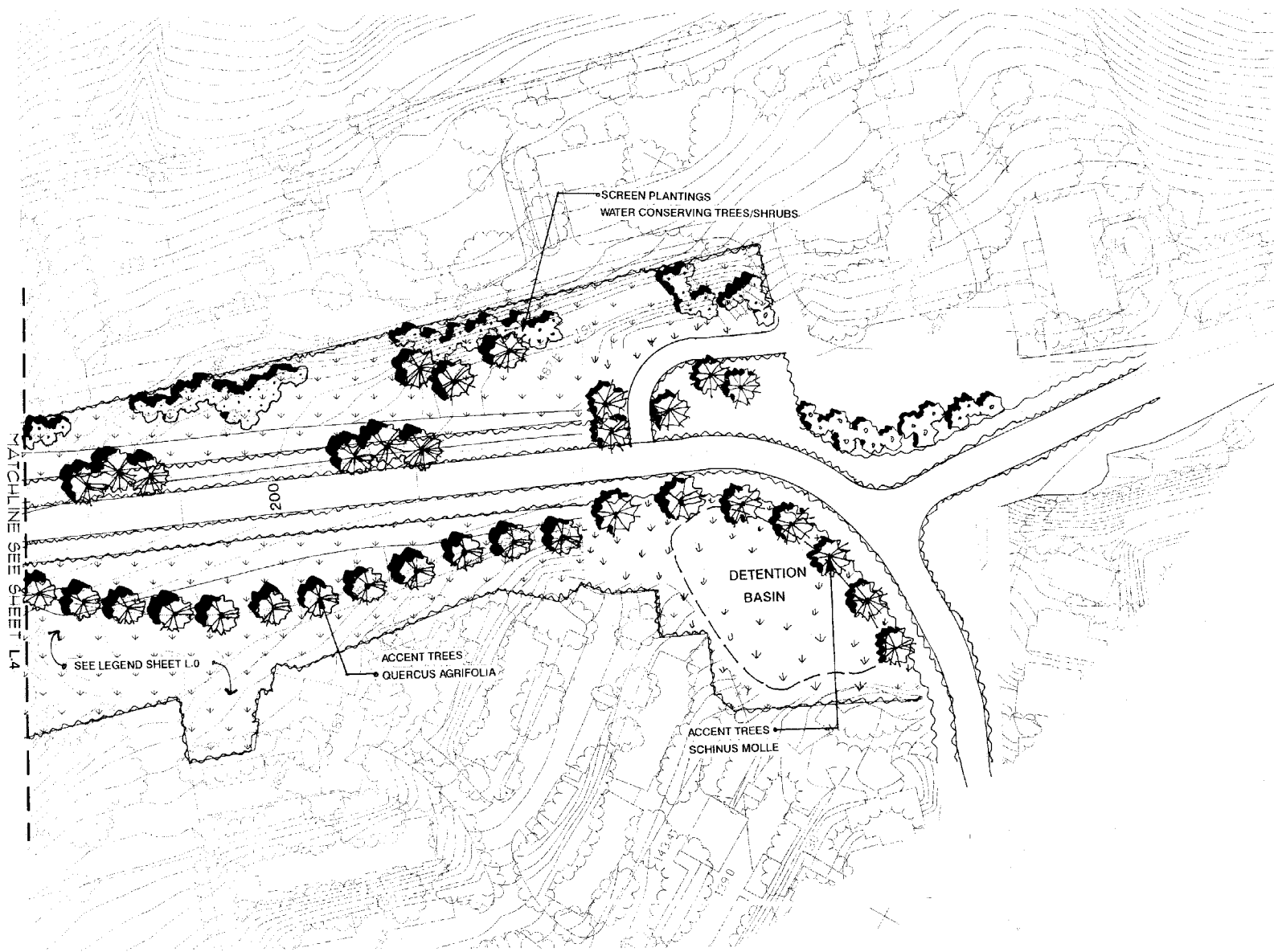
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CLAYTONVILLE



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SHEET NUMBER
L.4



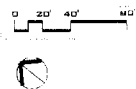
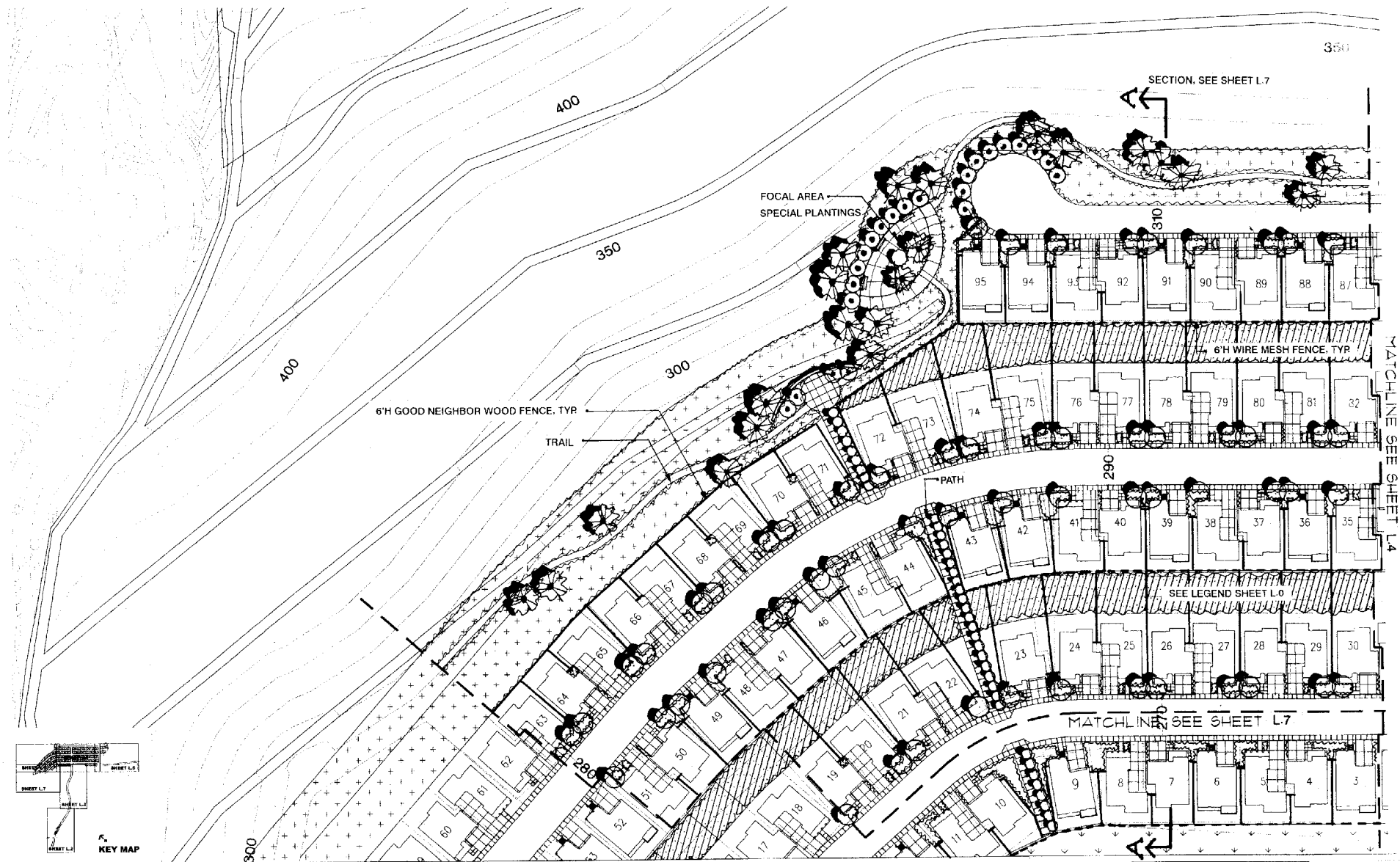
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L.5
 6 OF 13



MAY 25, 2005

LANDSCAPE DEVELOPMENT PLAN LA VISTA

CITY OF HAYWARD

ALAMEDA COUNTY

CALIFORNIA

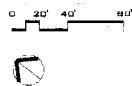
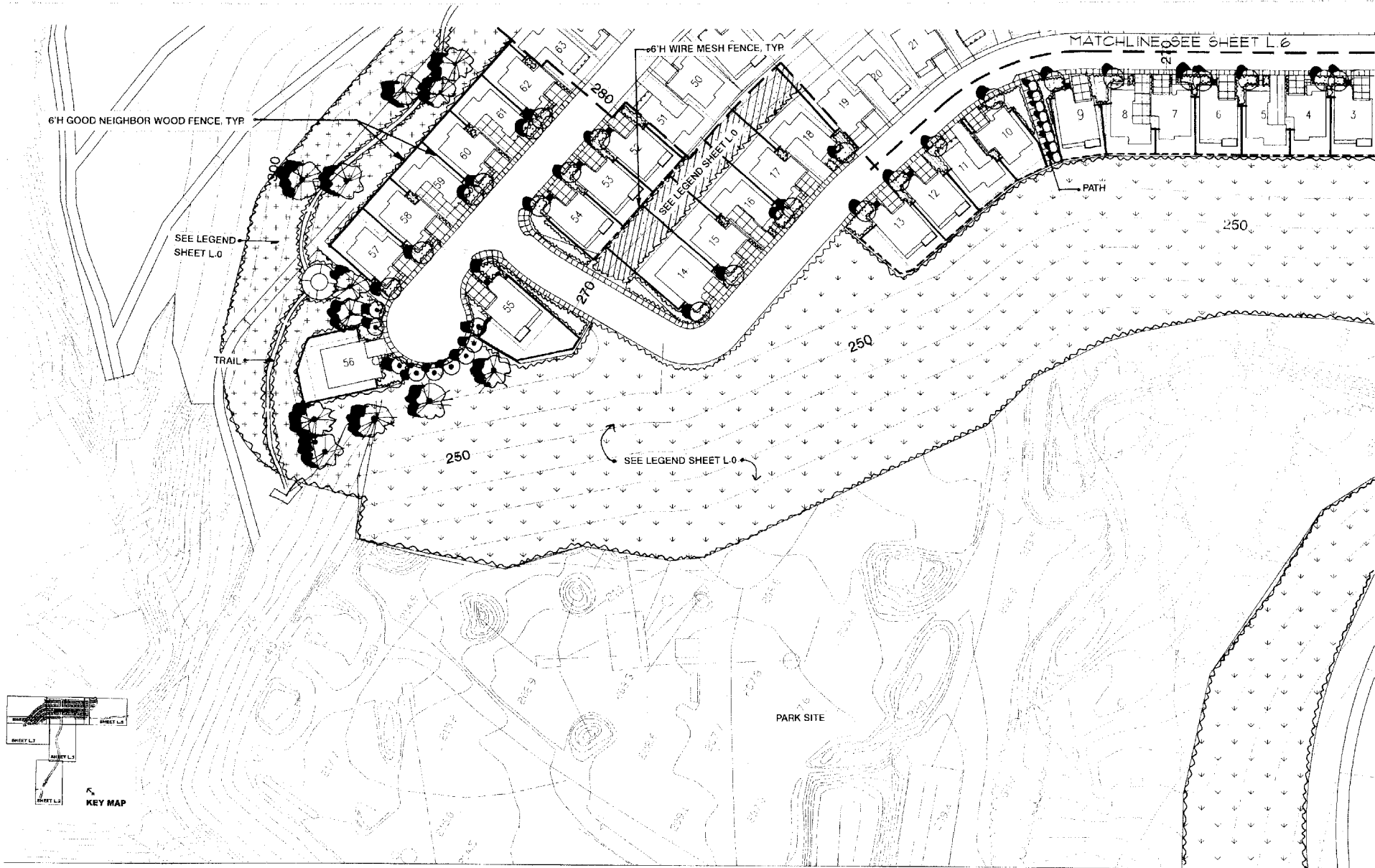


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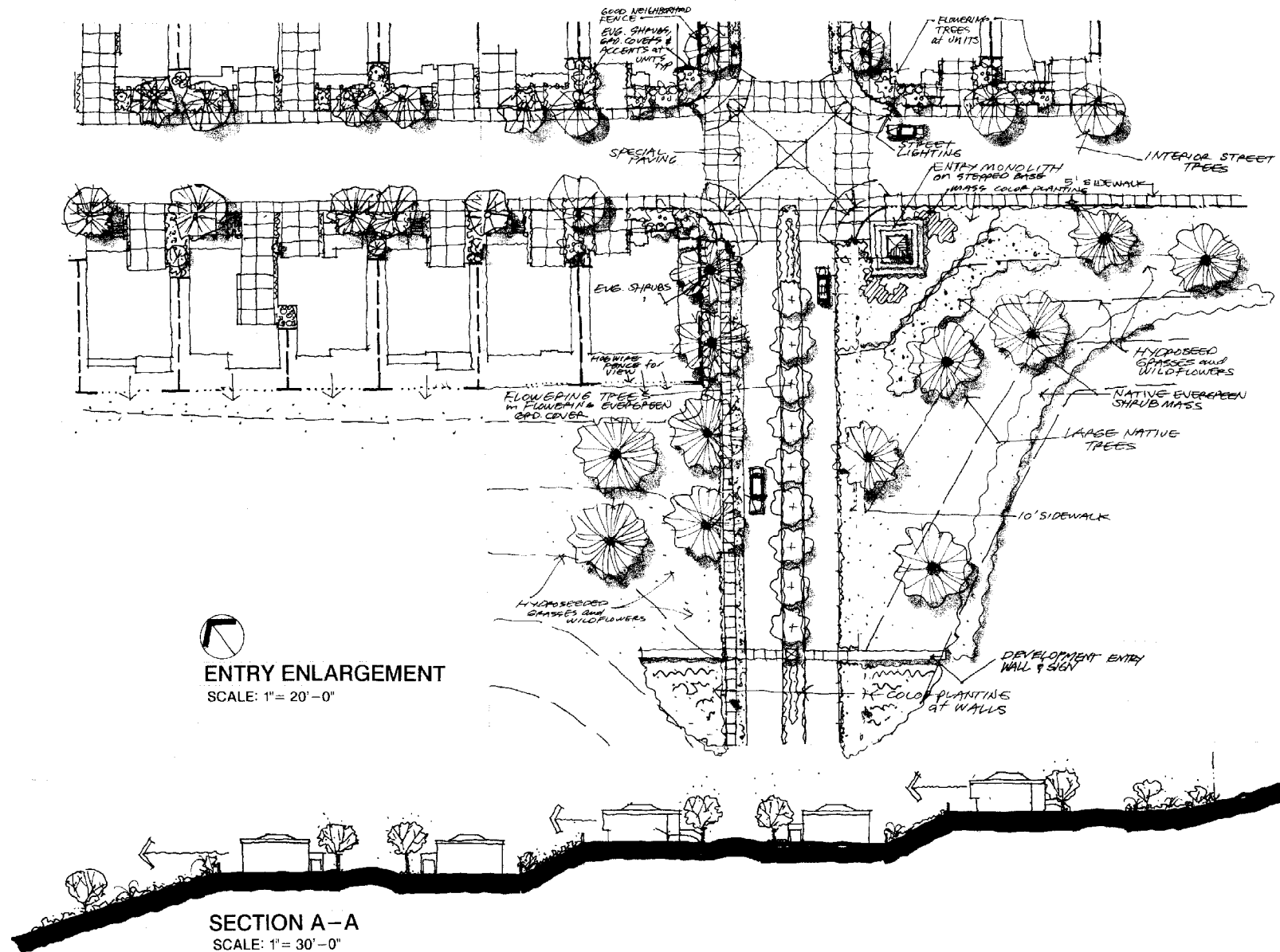
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SHEET NUMBER

L.7



MAY 25, 2005

ENLARGEMENT PLAN & SECTION LA VISTA QUARRY

CITY OF HAYWARD

ALAMEDA COUNTY

CALIFORNIA



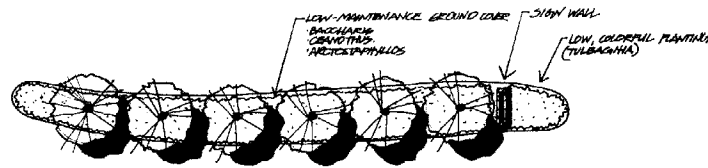
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2440 TARBURN AVENUE SUITE 200 SAN FRANCISCO, CA 94132
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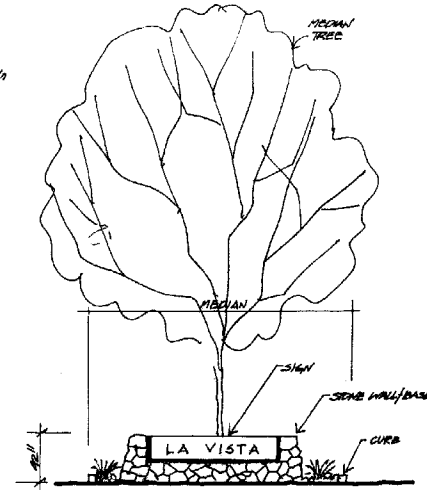
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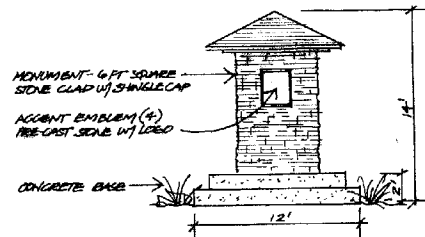
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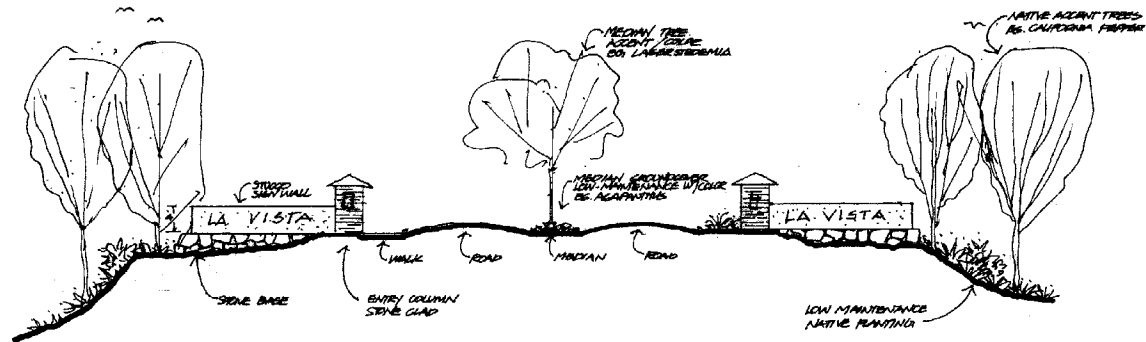
TENNYSON ROAD
LANDSCAPE MEDIAN



ENTRY SIGN AT MISSION BLVD.



FEATURE MONUMENT



DEVELOPMENT ENTRY WALL AND SIGN

SCALE AS NOTED
MAY 25, 2005

LANDSCAPE DETAIL PLANS & SECTIONS LA VISTA

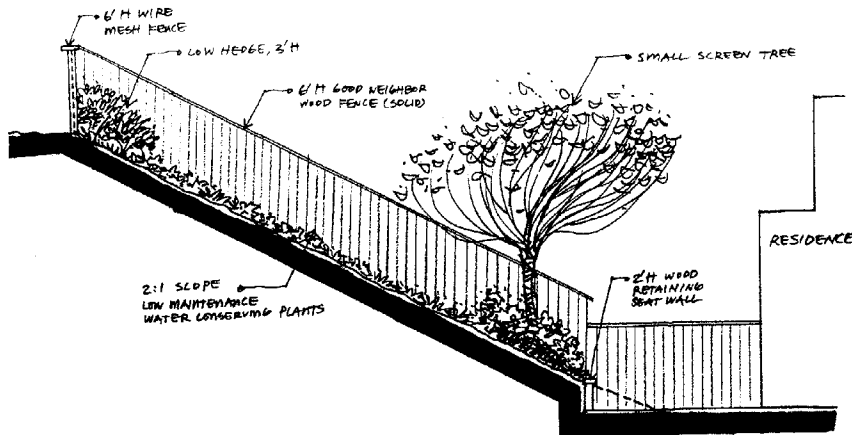


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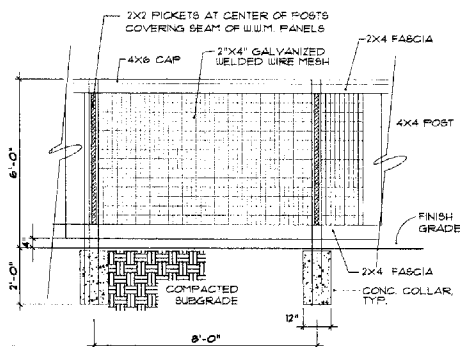
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L.9

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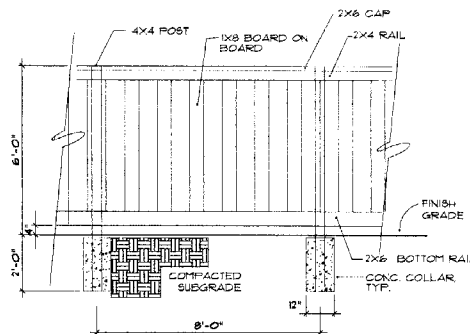


SECTION A-A



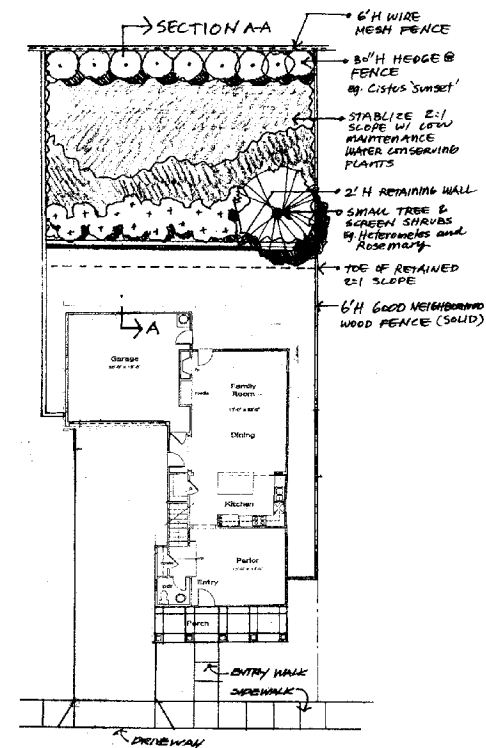
6' WIRE MESH FENCE

SCALE: 1/2"=1'-0"



6' WOOD GOOD NEIGHBOR FENCE

SCALE: 1/2"=1'-0"



TYPICAL SLOPE UNIT PLAN

SCALE: 1" = 10'-0"

SCALE AS NOTED MAY 25, 2005



LANDSCAPE DETAILS LA VISTA

CITY OF HAYWARD

ALAMEDA COUNTY

CALIFORNIA



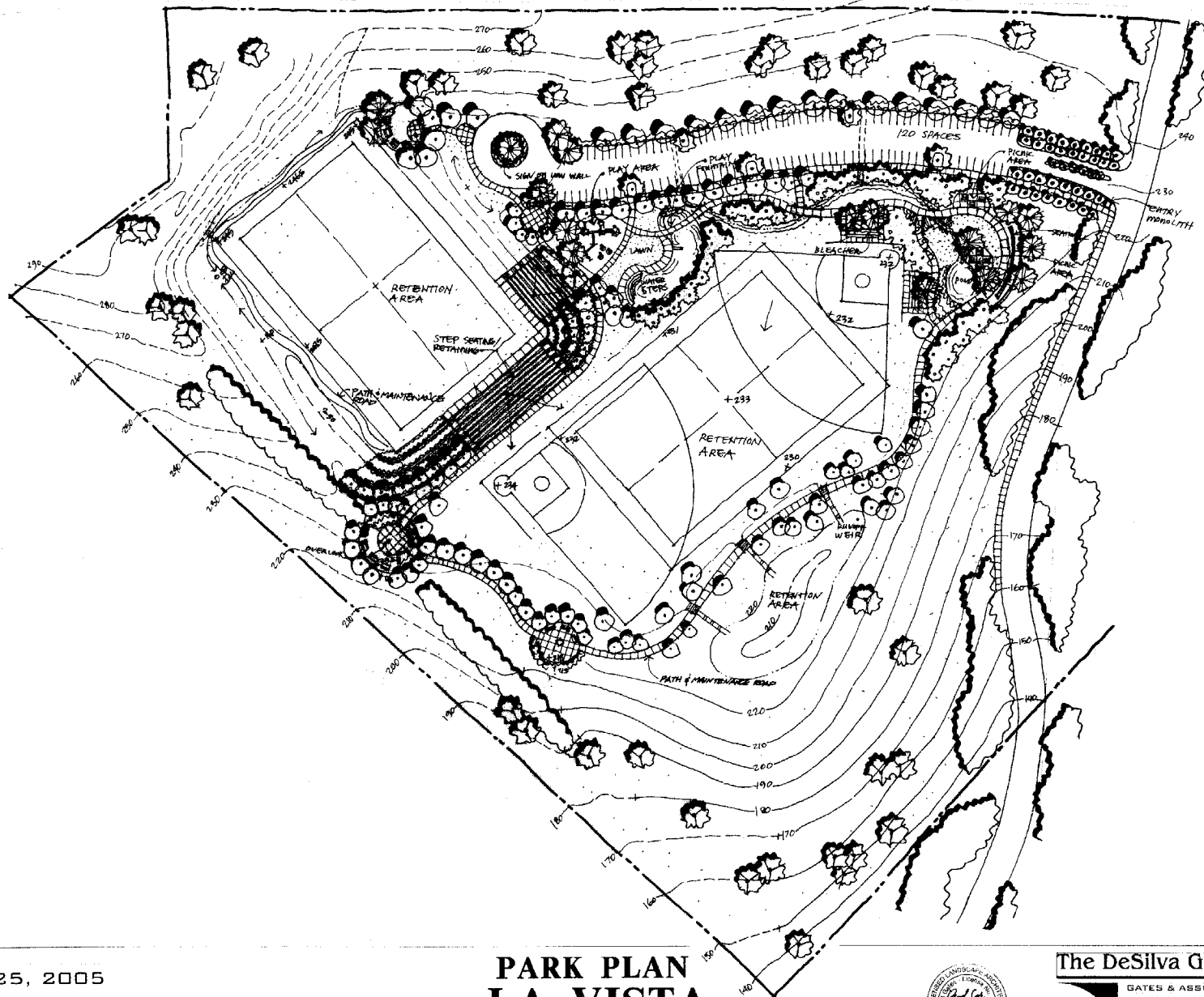
The DeSilva Group

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MAY 25, 2005

PARK PLAN LA VISTA

CITY OF HAYWARD

ALAMEDA COUNTY

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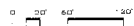
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ALTERNATIVE PARK PLAN W/ COMMUNITY CENTER



MAY 25, 2005

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